NACOmatic

Effective: 14-January-2010
Expires: 11-February-2010

Your Ad Here
~95,000 Page views/month

Contact:
Doug Ranz
248-318-0011
NACOmatic@hotmail.com

www.NACOmatic.com Copyright 2010. All Rights Reserved.

Warranty

I make absolutely no warranty nor guarantee whatsoever about the accuracy, availability, applicability and/or correctness of any of the information in this document.

The official, original NACO documents are available for your downloading pleasure from: http://naco.faa.gov/index.asp?xml=naco/onlineproducts

Copyright

This compilation is protected by US copyright laws and international copyright treaties.

Limitations

The sale, hosting and/or distribution of this document in any and all forms, is prohibited.

Release from Liability

All users of this compilation must agree to be legally bound hereby, that Douglas R. Ranz ("Released Party") SHALL NOT BE LIABLE FOR MY DEATH OR INJURY TO MY PERSON, OR FOR ANY LOSS FOR DAMAGE TO MY PROPERTY OR REPUTATION caused in any manner whatsoever, whether attributable to the negligence of the Released Party, or for any other reason, occurring during the time that I am operating an aircraft.

I do hereby waive any right of action against the Released Party from any and all causes or claims that I may have against them from the beginning of time. I further agree not to sue on any such cause or claim. This agreement shall not release liability for gross negligence or willful misconduct of the Released Party. I agree to indemnify and hold the Released Party harmless for any losses, judgments, damages or fees he may incur, including but not limited to attorneys fees, arising out any lawsuit related to the planning, flight and/or enforcement of or legal challenge to this agreement. It is my intention that this agreement be interpreted and enforced to the maximum extent allowed by Michigan law.

OK Min Alt#1 - 4
OK Min Rdr#1 - 8
OK Min TO#1 - 13
17K - 70
1F0 - 55
1F4 - 184
1K4 - 149
1O8 - 306
2K4 - 186
2O8 - 165
3F7 - 71
4O4 - 174
6K4 - 138
80F - 53
ADH - 24
ADM - 58
AVK - 52
AXS - 28
BFK - 73
BKN - 67
BVO - 62
CHK - 78
CLK - 87
CQB - 75
CSM - 90
CUH - 96
DUA - 102
DUC - 98
ELK - 112
END - 114
F10 - 163
F22 - 270
F99 - 170
FDR - 148
FSI - 139
GCM - 83
GMJ - 153
GOK - 156
GUY - 160
GZL - 294
H68 - 331
H71 - 281
HBR - 167
HHW - 173
HMY - 180
HSD - 211
JSV - 282
JWG - 333
LAW - 176
LTS - 32
MDF - 197
MIO - 195
MKO - 198
MLC - 188
O47 - 279
O53 - 193
OJA - 335
OKC - 217
OKM - 265
OUN - 202
OWP - 284
PNC - 272
PVJ - 268
PWA - 234
RCE - 243
RKR - 276
RQO - 106
RVS - 308
SNL - 290
SRE - 288
SWO - 296
TIK - 249
TQH - 303
TUL - 315
WDG - 132
WWR - 337

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

ADA, OK

ADA MUNI ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

ALTUS, OK

ALTUS/QUARTZ
MOUNTAIN RGNL ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR-A
VOR-B[1]
NA when local weather not available.
[1]NA when KLTS ATCT closed.

ARDMORE, OK

ARDMORE MUNI ..... **ILS or LOC Rwy 31**[13]
VOR-B[2]
[1]ILS,Category B, 700-2; Category C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.
[2]Category D, 800-2½.
[3]NA when control tower closed.

BARTLESVILLE, OK

BARTLESVILLE MUNI ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR Rwy 17
VOR/DME Rwy 35
NA when local weather not available.
Category D, 800-2¼.

BATESVILLE, AR

BATESVILLE RGNL ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25
NA when local weather not available.

NAME — ALTERNATE MINIMUMS

BLYTHEVILLE, AR

ARKANSAS INTL ..... **ILS Rwy 18**
VOR Rwy 18
VOR Rwy 36
NA when using Blytheville Muni altimeter setting.

BLYTHEVILLE MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

CLAREMORE, OK

CLAREMORE RGNL ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

CLINTON, OK

CLINTON-SHERMAN ..... **ILS Rwy or LOC 17R**[1]
VOR Rwy 35L[2]
NA when control tower closed.
[1]ILS, Category E, 700-2¼. LOC, Category E, 800-2¾.
[2]Category E, 800-2¾.

CLINTON RGNL ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR/DME-A
NA when local weather not available.

CUSHING, OK

CUSHING MUNI ..... **NDB Rwy 36**
RNAV (GPS) Rwy 36
NA when local weather not available.

DEQUEEN, AR

J. LYNN HELMS
SEVIER COUNTY ..... **RNAV (GPS) Rwy 8**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

EL DORADO, AR

SOUTH ARKANSAS RGNL AT GOODWIN FIELD ..... **VOR Rwy 22**

NA when control zone not in effect.

EL RENO, OK

EL RENO RGNL ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR/DME Rwy 35

NA when local weather not available.

ENID, OK

ENID
WOODRING RGNL ..... **ILS or LOC Rwy 35[1]**
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35
VOR Rwy 17
VOR Rwy 35

NA when local weather not available.
[1]NA when control tower closed.

FAYETTEVILLE, AR

DRAKE FIELD ..... **LDA/DME Rwy 34[1 3 4]**
LOC Rwy 16[2 3]
RNAV (GPS) Rwy 16[2 4]
RNAV (GPS) Rwy 34[4 5]
VOR-A[2 4]
VOR/DME-B[2]

[1]LDA/GS,Category A,B, 800-2; Category C, 800-2½. LDA, Category C, 800-2½.
[2]Category C, 800-2¼; Category D, 1100-3.
[3]NA when control tower closed.
[4]NA when local weather not available.
[5]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1100-3.

FAYETTEVILLE/SPRINGDALE/ ROGERS, AR

NORTHWEST ARKANSAS RGNL .... **ILS or LOC/DME Rwy 16**
ILS or LOC/DME Rwy 34
RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 34

NA when local weather not available.

FLIPPIN, AR

MARION COUNTY RGNL ..... **RNAV (GPS) Rwy 4[1]**
RNAV (GPS) Rwy 22
VOR-A

NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2½.

NAME ALTERNATE MINIMUMS

FORT SMITH, AR

FORT SMITH RGNL ..... **ILS or LOC Rwy 7[1]**
ILS or LOC Rwy 25[1]
NDB Rwy 25[2]
RADAR-1[3]
RNAV (GPS) Rwy 1[2 4]
VOR/DME or TACAN Rwy 7[3]
VOR or TACAN Rwy 25[3]

NA when control tower closed.
[1]ILS, Categories A,B,C, 700-2; Category D, 700-2¼; Category E, 800-2½. LOC, Category D, 800-2¼; Category E, 800-2½.
[2]Category D, 800-2¼.
[3]Category D, 800-2¼; Category E, 800-2½.
[4]NA when local weather not available.

GUTHRIE, OK

GUTHRIE-EDMOND RGNL ..... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34

NA when local weather not available.

HARRISON, AR

BOONE COUNTY ..... **RNAV (GPS) Rwy 36**

NA when local weather not available.

HOBART, OK

HOBART RGNL ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR Rwy 35

NA when local weather not available.

HOT SPRINGS, AR

MEMORIAL FIELD ..... **VOR Rwy 5[1]**
ZAPLE VOR Rwy 5

NA when local weather not available.
[1]Categories A,B, 1100-2; Categories C,D, 1100-3.

JONESBORO, AR

JONESBORO MUNI ..... **ILS or LOC Rwy 23**
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 31
VOR Rwy 23

NA when local weather not available.

LAWTON, OK

LAWTON-FORT SILL RGNL ..... **ILS or LOC Rwy 35**
VOR Rwy 35

NA when control tower closed.

NAME ALTERNATE MINIMUMS

LITTLE ROCK, AR

ADAMS FIELD ..... **ILS or LOC Rwy 4L[1]**
ILS or LOC Rwy 4R[2]
ILS or LOC Rwy 22R[14]
ILS or LOC Rwy 22L[14]
RADAR-1[3]
RNAV (GPS) Rwy 4L[34]
RNAV (GPS) Rwy 4R[34]
RNAV (GPS) Rwy 22L[34]
RNAV (GPS) Rwy 22R[34]
VOR-A[3]

[1]ILS, Category C, 700-2; Category D, 1000-3. LOC, Category D, 1000-3.
[2]ILS, Categories A,B,C, 700-2; Category D, 1000-3. LOC, Category D, 1000-3.
[3]Category D, 1000-3.
[4]NA when local weather not available.

MC ALESTER, OK

MC ALESTER RGNL ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20

NA when local weather not available.

MONTICELLO, AR

MONTICELLO MUNI/
ELLIS FIELD ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
VOR-A

NA when local weather not available.

MOUNTAIN HOME, AR

OZARK RGNL ..... **ILS or LOC/DME Rwy 5**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23
VOR-A

NA when local weather not available.

MUSKOGEE, OK

DAVIS FIELD ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 13[1]
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 31[1]

NA when local weather not available.
[1]Category E, 1000-3.

NEWPORT, AR

NEWPORT MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

NA when local weather not available.

NAME ALTERNATE MINIMUMS

NORMAN, OK

UNIVERSITY OF OKLAHOMA
WESTHEIMER ..... **ILS or LOC Rwy 17[1]**
NDB Rwy 3[23]
NDB Rwy 35[23]
RNAV (GPS) Rwy 3[2]
RNAV (GPS) Rwy 17[2]

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

OKLAHOMA CITY, OK

CLARENCE E.
PAGE MUNI ..... **RNAV (GPS) Rwy 17R**
RNAV (GPS) Rwy 35L
VOR-B

NA when local weather not available.

WILEY POST ..... **ILS Rwy 17L[1]**
RNAV (GPS) Rwy 17L[2]

[1]NA when control tower closed.
[2]NA when local weather not available.

WILLROGERS WORLD .. **ILS or LOC Rwy 17L[1]**
ILS or LOC Rwy 17R[1]
ILS Rwy 35R[1]
ILS or LOC/DME Rwy 35L[1]
RADAR-1[1]
VOR Rwy 17L[2]

[1]Category E, 1000-3.
[2]Categories A,B, 1100-2; Categories C,D,E, 1100-3.

OKMULGEE, OK

OKMULGEE RGNL ..... **RNAV (GPS) Rwy 18**

NA when local weather not available.

PONCA CITY, OK

PONCA CITY RGNL ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35

NA when local weather not available.

ROGERS, AR

ROGERS MUNI-
CARTER FIELD ..... **RNAV (GPS) Rwy 20[1]**
VOR Rwy 2[2]

[1]NA when local weather not available.
[2]Category C, 800-2¼; Category D, 800-2½.

RUSSELLVILLE, AR

RUSSELLVILLE RGNL ..... **RNAV (GPS) Rwy 7**
Category D, 900-2¾.

NAME ALTERNATE MINIMUMS

SEARCY, AR

SEARCY MUNI ..... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
NA when local weather not available.

SEMINOLE, OK

SEMINOLE MUNI ..... **RNAV (GPS) Rwy 16**
NA when local weather not available.

SILOAM SPRINGS, AR

SMITH FIELD ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
VOR-A
NA when local weather not available.

STILLWATER, OK

STILLWATER RGNL ..... **ILS or LOC Rwy 17[1]**
NDB Rwy 17[2]
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 35[2]
VOR Rwy 17[2]
VOR/DME Rwy 35[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

STUTTGART, AR

STUTTGART MUNI ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 27
RNAV (GPS) Rwy 36
NA when local weather not available.

TAHLEQUAH, OK

TAHLEQUAH MUNI ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

NAME ALTERNATE MINIMUMS

TEXARKANA, AR

TEXARKANA RGNL/
WEBB FIELD ..... **ILS or LOC Rwy 22[1][2]**
LOC BC Rwy 4[1]
RNAV (GPS Rwy 4
RNAV (GPS Rwy 13
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 31
VOR Rwy 13
NA when local weather not available.
[1]NA when control tower closed.
[2]ILS,Category D, 700-2.

TULSA, OK

RICHARD LLOYD
JONES,JR. ..... **ILS or LOC Rwy 1L[1]**
RNAV (GPS) Rwy 1L
VOR/DME-A
NA when local weather not available.
[1]ILS, 700-2. ILS,LOC, NA when control tower closed.

TULSA INTL ..... **ILS or LOC Rwy 18L[1]**
ILS or LOC Rwy 18R[2]
ILS or LOC Rwy 36R[3]
RNAV (GPS) Rwy 18L[4]
RNAV (GPS) Rwy 18R[4]
RNAV (GPS) Rwy 26[4]
RNAV (GPS) Rwy 36R[4]
VOR or TACAN Rwy 26[4]
[1]ILS, Category D, 700-2; Category E, 700-2¼. LOC, Category E, 800-2¼.
[2]ILS, Category D, 700-2.
[3]ILS, Categories A, B, C, D, 700-2. LOC, Category E, NA.
[4]Category E, 800-2¼.

WOODWARD, OK

WEST WOODWARD ..... **RNAV (GPS) Rwy 17[1][2]**
RNAV (GPS) Rwy 35[1][2]
VOR/DME-A[2]
[1]NA when local weather not available.
[2]Category D, 800-2¼.

ALTUS AFB (KLTS), OK (Amdt 2, 09267 USAF) ELEV 1382

RADAR[1] - Ctc APP CON **(E)** 125.1 257.725

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR[2]	17R[3,4]		AB	**1740**/24	361	(400-½)
			CDE	**1740**/40	361	(400-¾)
	17L[3,4]		AB	**1740**/24	358	(400-½)
			CDE	**1740**/40	358	(400-¾)
	35R[4]		AB	**1740**/24	378	(400-½)
			CDE	**1740**/40	378	(400-¾)
	35L[5]		AB	**1760**/24	407	(400-½)
			CD	**1760**/40	407	(400-¾)
			E	**1760**/50	407	(400-1)
CIR[6]	All Rwy		A	**1780**-1	398	(400-1)
			B	**1840**-1	458	(500-1)
			C	**1840**-1½	458	(500-1½)
			D	**1940**-2	558	(600-2)
			E	**1980**-2	598	(600-2)

[1]Opr 1600-0600Z++ wkd,clsd wkend and hol. [2]No-NOTAM preventive maint sked: ASR 1100-1315++ Mon-Fri. [3]Stepdown fix 2 NM fr rwy thld. [4]When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles. [5]When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles. [6]Circling not authorized W of Rwy 17R-35L.

FAYETTEVILLE, AR Orig-A, APR 21, 1997 (FAA) ELEV 1251

DRAKE FIELD

RADAR- 121.0 244.57

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	16		A	**2060**-1	809	(900-1)	B	**2060**-1¼	809	(900-1¼)
			C	**2060**-2¼	809	(900-2¼)	D	**2060**-2½	809	(900-2½)
CIRCLING			A	**2060**-1	809	(900-1)	B	**2060**-1¼	809	(900-1¼)
			C	**2060**-2¼	809	(900-2¼)	D	**2300**-3	1049	(1100-3)

Circling NA East of runway 16-34.
Inoperative table does not apply.

FORT SMITH, AR Amdt 8B, AUG 28, 2008 (FAA) ELEV 469

FORT SMITH RGNL

RADAR - 120.9 343.75 ▽ ⚠

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	25		AB	**1040**/24	594	(600-½)	C	**1040**/50	594	(600-1)
			D	**1040**/60	594	(600-1¼)	E	**1040**-1½	594	(600-1½)
	1		AB	**1140**-1	692	(700-1)	C	**1140**-2	692	(700-2)
			D	**1140**-2¼	692	(700-2¼)	E	**1140**-2½	692	(700-2½)
	7		AB	**1200**-½	731	(800-½)	C	**1200**-1½	731	(800-1½)
			D	**1200**-1¾	731	(800-1¾)	E	**1200**-2	731	(800-2)
CIRCLING			AB	**1200**-1	731	(800-1)	C	**1200**-2	731	(800-2)
			D	**1200**-2¼	731	(800-2¼)	E	**1200**-2½	731	(800-2½)

When control tower closed ASR not authorized. Circling to Rwy 1 NA at night.
Circling Cat E NA when R-2401B active.

HENRY POST AAF (KFSI), OK (Fort Sill) (Amdt 12, 08297 USA) ELEV 1187

RADAR - (E) 120.55 322.4 ⚠ NA

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	35	3.0°/48/918	AB	**1388**/24	200	(200-½)
			CDE	**1388**/40	200	(200-¾)
	17	3.0°/42/809	ABCDE	**1388**-¾	200	(200-¾)
ASR	35		ABC	**1540**/40	352	(400-¾)
			DE	**1540**/50	352	(400-1)
	17		AB	**1660**-1	472	(500-1)
			C	**1660**-1¼	472	(500-1¼)
			D	**1660**-1½	472	(600-1½)
			E	**1660**-1¾	472	(500-1¾)
CIR[1]	17-35		AB	**1680**-1	492	(500-1)
			C	**1680**-1½	492	(500-1½)
			D	**1740**-2	552	(600-2)
			E	**1780**-2	592	(600-2)

[1]Cat E cir not auth W of Rwy 17-35.

LAWTON, OK AMDT.4A, JAN 10, 2000 (FAA) ELEV 1110

LAWTON-FORT SILL RGNL

RADAR 1 - 120.55 322.4

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	35		ABC	**1560**-¾	471	(500-¾)	D	**1560**-1	471	(500-1)
CIRCLING			AB	**1600**-1	490	(500-1)	C	**1620-**1½	510	(600-1½)
			D	**1680**-2	570	(600-2)				

LAWTON, OK

Amdt. 1B, JUN 25, 2002 (FAA) ELEV **1110**

LAWTON-FORT SILL RGNL

RADAR 2 - 120.55 322.4

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	17		AB	**1620**-1	510	(600-1)	CD	**1620**-1½	510	(600-1½)
CIRCLING			AB	**1620**-1	510	(600-1)	C	**1620**-1½	510	(600-1½)
			D	**1680**-2	570	(600-2)				

LITTLE ROCK, AR

Amdt 17, JUL 2, 2009 (FAA) ELEV **262**

ADAMS FIELD

RADAR-1 - 135.4 291.775 353.6 ▽ A

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	4R		ABC	**720**/40	460	(500-¾)	D	**720**/50	460	(500-1)
	4L		AB	**780**/40	522	(500-¾)	C	**780**/50	522	(600-1)
			D	**780**/60	522	(600-1¼)				
	18		AB	**720**-1	462	(500-1)	C	**720**-1¼	462	(500-1¼)
			D	**720**-1½	462	(700-1½)				
	22R		AB	**740**/24	478	(500-½)	C	**740**/40	478	(500-¾)
			D	**740**/50	478	(500-1)				
	22L		AB	**740**/40	480	(500-¾)	C	**740**/60	480	(500-1¼)
			D	**740**-1½	480	(500-1½)				
	36		AB	**780**-1	523	(600-1)	C	**780**-1½	523	(600-1½)
			D	**780**-1¾	523	(600-1¾)				
CIRCLING			AB	**780**-1	518	(600-1)	C	**880**-1¾	618	(700-1¾)
			D	**1180**-3	918	(1000-3)				

For inoperative MALSR increase S-4R and S-4L Cats A/B visibility to RVR 5000. Inoperative table does not apply to S-22L Cat C. Visibility reductions for helicopters NA.

OKLAHOMA CITY, OK

Amdt. 2, FEB 9, 1989 (FAA) ELEV **1299**

WILEY POST

RADAR - 124.6 266.8 ▽

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	35R		AB	**1840**-1	541	(600-1)	C	**1840**-1½	541	(600-1½)
			D	**1840**-1¾	541	(600-1¾)				
CIRCLING			AB	**1840**-1	541	(600-1)	C	**1840**-1½	541	(600-1½)
			D	**1880**-2	581	(600-2)				

OKLAHOMA CITY, OK Amdt. 20A, OCT 30, 2002 (FAA) ELEV 1295

WILL ROGERS WORLD

RADAR - 124.6 266.8 ⚠

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	35R		ABC	**1680**/40	386	(400-¾)	DE	**1680**/50	386	(400-1)
	17L		ABCDE	**1680**/60	394	(400-1¼)				
	17R		ABC	**1680**-¾	398	(400-¾)	DE	**1680**-1	398	(400-1)
	35L		ABCDE	**1680**-1¼	403	(400-1¼)				
CIRCLING			AB	**1760**-1¼	465	(500-1¼)	C	**1760**-1½	465	(500-1½)
			D	**1860**-2	565	(600-2)	E	**2240**-3	945	(1000-3)

Category D,E S-17R visibility increased ¼ mile for inoperative MALSR.
Category D,E S-35R visibility increased to RVR 6000 for inoperative ALSF.

TINKER AFB (KTIK), (Oklahoma City) OK (08157 USAF) ELEV 1291

RADAR - Ctc OKLAHOMA CITY APP CON (E) 118.95 118.3 323.1 273.525 ▽

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	35[1]		A	**1940**/24	649	(700-½)
			B	**1940**/40	649	(700-¾)
			C	**1940**/60	649	(700-1¼)
			D	**1940**-1½	649	(700-1½)
			E	**1940**-1¾	649	(700-1¾)
	17[2]		A	**2000**/40	733	(800-¾)
			B	**2000**/50	733	(800-1)
			C	**2000**-1¾	733	(800-1¾)
			D	**2000**-2	733	(800-2)
			E	**2000**-2¼	733	(800-2¼)
CIR[3]	35		A	**1940**-1	649	(700-1)
			B	**1940**-1¼	649	(700-1¼)
			C	**1940**-1¾	649	(700-1¾)
			D	**1980**-2¼	689	(700-2¼)
			E	**2040**-2¾	749	(800-2¾)
	17		A	**2000**-1	709	(800-1)
			B	**2000**-1¼	709	(800-1¼)
			C	**2000**-2	709	(800-2)
			D	**2000**-2¼	709	(800-2¼)
			E	**2040**-2¾	749	(800-2¾)

[1]When ALS inop, increase Cat A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 1¼ miles, CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles. [2]When ALS inop, increase CAT A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 1¼ miles, CAT C vis to 2 miles, CAT D vis to 2¼ miles, and CAT E vis to 2½ miles. [3]CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

TULSA, OK
Amdt.17D, MAY 16, 2000 (FAA) ELEV **677**

TULSA INTL

RADAR - 124.0 338.3

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	26		AB	**1060**-1	409	(400-1)	CD	**1060**-1¼	409	(400-1¼)
			E	**1060**-1½	409	(400-1½)				
	18R		AB	**1080**-1	413	(500-1)	CD	**1080**-1¼	413	(500-1¼)
			E	NA						
	18L		AB	**1080**/24	439	(500-½)	C	**1080**/40	439	(500-¾)
			DE	**1080**/50	439	(500-1)				
	8		AB	**1120**-1	449	(500-1)	C	**1120**-1¼	449	(500-1¼)
			DE	**1120**-1½	449	(500-1½)				
	36R		AB	**1140**/24	490	(500-½)	C	**1140**/40	490	(500-¾)
			DE	**1140**/50	490	(500-1)				
	36L		AB	**1180**-1	503	(600-1)	CD	**1180**-1½	503	(600-1½)
			E	NA						
CIRCLING			AB	**1180**-1	503	(600-1)	C	**1180**-1½	503	(600-1½)
			D	**1300**-2	623	(700-2)	E	**1300**-2¼	623	(700-2¼)

Category E circling not authorized south of runway 8-26.

INSTRUCTION APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME — TAKE-OFF MINIMUMS

ADA, OK

ADA MUNI (ADH)
AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 300-1¼ or std. w/ min. climb of 307' per NM to 1300. **Rwy 17,** 300-1¼ or std. w/ min. climb of 326' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 174° to 1600 before proceeding on course.

NOTE: **Rwy 13,** bush 316' from DER, 43' right of centerline, 9' AGL/988' MSL. Tower 5477' from DER, 872' left of centerline, 120' AGL/1117' MSL. Post 123' from DER, 73' right of centerline, 3' AGL/982' MSL. Tower 1.08 NM from DER, 9' left of centerline, 160' AGL/1160' MSL. **Rwy 17,** tower 1.02 NM from DER, 1411' right of centerline, 165' AGL/1165' MSL. Pole 1017' from DER, 449' left of centerline, 90' AGL/1053' MSL. Trees beginning 83' from DER, 272' left of centerline, up to 82' AGL/1041' MSL. Trees beginning 32' from DER, 100' right of centerline, up to 58' AGL/1037' MSL. **Rwy 31,** trees beginning 2179' from DER, 988' right of centerline, up to 64' AGL/1083' MSL. Obstruction light on amom 703' from DER, 548' right of centerline, 6' AGL/1042' MSL. **Rwy 35,** trees beginning 75' from DER, 72' left of centerline, up to 56' AGL/1065' MSL. Trees beginning 132' from DER, 261' right of centerline, up to 51' AGL/1050' MSL.

NAME — TAKE-OFF MINIMUMS

ALTUS, OK

ALTUS/QUARTZ MOUNTAIN RGNL (AXS)
ORIG 09267 (FAA)

NOTE: **Rwy 35,** terrain 51' from DER, 410' right of centerline, 1435' MSL. Trees beginning 1215' from DER, 765' left of centerline, up to 40' AGL/1470' MSL.

ALTUS AFB (KLTS)

ALTUS, OK 09295

TAKE-OFF OBSTACLES: 174° Assault Strip, Aircraft taxiing 87' from DER, 360' left of centerline, 65' AGL/1425' MSL, aircraft taxiing between 1038' and 2525' from DER, 717' left of centerline, 65' AGL/1425' MSL.

ALVA, OK

ALVA RGNL

DEPARTURE PROCEDURE: **Rwys 8, 35**, climb on runway heading to 2000 before turning.

ARDMORE, OK

ARDMORE DOWNTOWN EXECUTIVE

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1 or std. with a min. climb of 300' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 17**, climb on runway heading to 1500 prior to turning. **Rwy 35**, climb on runway heading to 1400 prior to turning.

ARDMORE, OK (CON'T)

ARDMORE MUNI

TAKE-OFF MINIMUMS: **Rwy 31,** 300-1 or std. with a min. climb of 240' per NM to 900. **Rwy 35,** 500-1 or std. with a min. climb of 440' per NM to 900.

ARKADELPHIA, AR

DEXTER B. FLORENCE MEMORIAL FIELD

NOTES: **Rwy 4,** multiple towers, trees, and railroad beginning 20' from departure end of runway, 282' left of centerline, up to 85' AGL/320' MSL. Multiple trees 79' from departure end of runway, 500' right of centerline, up to 54' AGL/184' MSL. **Rwy 22,** railroad 274' from departure end of runway, 434' right of centerline, 23' AGL/212' MSL.

ASH FLAT, AR

SHARP COUNTY RGNL

NOTE: **Rwy 4,** numerous trees beginning 1151' from departure end of runway, 576' right of centerline, up to 100' AGL/839' MSL. **Rwy 22,** numerous trees beginning 548' from departure end of runway, 83' left of centerline, up to 100' AGL/759' MSL.

BARTLESVILLE, OK

BARTLESVILLE MUNI (BVO)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy17,** 200-1 or std. w/ a min climb of 257' per NM to 1000, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2200' prior to departure end of runway. **Rwy 35,** 400-2¾ or std. w/ a min. climb of 300' per NM to 1200, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway.

NOTE: **Rwy 17,** multiple trees beginning 916' from departure end of runway, 169' right of centerline, up to 100' AGL/869' MSL. **Rwy 35,** tree 2216' from departure end of runway, 441' left of centerline, 52' AGL/743' MSL. Multiple trees and powerline pylons beginning 1.1 NM from departure end of runway, 180' right of centerline, up to 100' AGL/1059' MSL.

BATESVILLE, AR

BATESVILLE RGNL

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1¾ or std. with a min. climb of 215' per NM to 800. **Rwy 25,** std. with a min. climb of 230' per NM to 1500, or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 25,** for climb in visual conditions: cross Batesville Rgnl Airport at or above 1300.

NOTE: **Rwy 7,** tree 1.3 NM from departure end of runway, 844' right of centerline, 100' AGL/679' MSL.

BENTON, AR

SALINE COUNTY RGNL (SUZ)

ORIG 07354 (FAA)

NOTE: **Rwy 2,** road plus vehicles beginning 185' from departure end of runway, 331' left of centerline, 10' AGL/394' MSL. Multiple trees beginning 357' from departure end of runway, 354' left of centerline, up to 75' AGL/474' MSL. Multiple trees beginning 69' from departure end of runway, 147' right of centerline, up to 35' AGL/454' MSL. **Rwy 20,** multiple trees 1221' from departure end of runway, 15' left of centerline, up to 59' AGL/438' MSL. Multiple trees and pole beginning 1315' from departure end of runway, 10' right of centerline, up to 69' AGL/448' MSL.

BENTONVILLE, AR

BENTONVILLE MUNI/LOUISE M. THADEN FIELD

TAKE-OFF MINIMUMS: **Rwy 36**, 300-2¼ or std. with a min. climb of 270' per NM to 1700.

NOTE: **Rwy 36,** tower 1.92NM from departure end of runway, 1607' left of centerline, 345' AGL/1595' MSL. Multiple t-line towers 2048' from departure end of runway, 81' AGL/1356' MSL.

BLYTHEVILLE, AR

ARKANSAS INTL (BYH)

ORIG 08101 (FAA)

NOTE: **Rwy 36,** tree 3301' from departure end of runway, 1188' left of centerline, 88' AGL/337' MSL.

BLYTHEVILLE MUNI (HKA)

ORIG 08157 (FAA)

NOTE: **Rwy 18,** tree 487' from departure end of runway, 345' left of centerline, 100' AGL/364' MSL. Tree 1780' from departure end of runway, 748' right of centerline, 100' AGL/364' MSL. **Rwy 36,** tree 2393' from departure end of runway, 825' right of centerline, 100' AGL/359' MSL.

BOISE CITY, OK

BOISE CITY (17K)

ORIG 09295 (FAA)

NOTE: **Rwy 22,** hangars 243' from DER, 226' right of centerline, 35' AGL/4212' MSL. Vehicle on road 566' from DER, right and left of centerline, up to 15' AGL/4192' MSL.

BRISTOW, OK

JONES MEMORIAL

NOTE: **Rwy 17,** cross departure end of runway at or above 31'AGL/882'MSL. T-L towers 6532' from departure end of runway, 686' right of centerline, 70' AGL/960' MSL.

CARLISLE, AR

CARLISLE MUNI (4M3)
ORIG 08157 (FAA)
NOTE: **Rwy 9,** trees 2966' from departure end of runway, 1135' right of centerline, 100' AGL/339' MSL. Building 82' from departure end of runway, 331' left of centerline, 20' AGL/264' MSL. Building 781' from departure end of runway, 565' right of centerline, 30' AGL/269' MSL. **Rwy 18,** trees 306' from departure end of runway, across centerline, up to 100' AGL/344' MSL. Road 674' from departure end of runway, across centerline, 17' AGL/262' MSL. **Rwy 27,** trees 2668' from departure end of runway, 516' right of centerline, 100' AGL/344' MSL. **Rwy 36,** road 396' from departure end of runway, across centerline, 15' AGL/259' MSL.

CHANDLER, OK

CHANDLER RGNL
NOTE: **Rwy 35,** tree 1000' from departure end of runway, on centerline, 67' AGL/1029' MSL.

CLAREMORE, OK

CLAREMORE RGNL (GCM)
ORIG 09239 (FAA)
TAKE-OFF MINIMUMS: **Rwy 35,** 300-1½ or std. w/ min. climb of 300' per NM to 1100.
NOTE: **Rwy 17,** terrain 207' from DER, 385' left of centerline, 749' MSL. Ground 451' from DER, 505' left of centerline, 753' MSL. Terrain 208' from DER, 106' right of centerline, 739' MSL. **Rwy 35,** tree 6601' from DER, 1918' left of centerline, 100' AGL/949' MSL. Tree 473' from DER, 342' left of centerline, 19' AGL/719' MSL. Tree 1103' from DER, 510' right of centerline, 27' AGL/729' MSL. Tree 1571' from DER, 558' right of centerline, 42' AGL/739' MSL. Tree 1149' from DER, 479' left of centerline, 38' AGL/727' MSL. Tree 1510' from DER, 242' right of centerline, 46' AGL/735' MSL.

CLARKSVILLE, AR

CLARKSVILLE MUNI
TAKE-OFF MINIMUMS: **Rwy 9**, 400-2
DEPARTURE PROCEDURE: **Rwys 9, 27**, climb on runway heading to 3500 prior to turning northbound.

CLINTON, AR

HOLLEY MOUNTAIN AIRPARK (2A2)
ORIG 08325 (FAA)
NOTE: **Rwy 5,** numerous trees left and right of centerline, beginning 2' from departure end of runway, up to 100' AGL/1399' MSL. **Rwy 23,** numerous trees left and right of centerline, beginning 38' from departure end of runway, up to 100' AGL/1359' MSL.

CLINTON, OK

CLINTON RGNL
TAKE-OFF MINIMUMS: **Rwys 13, 31,** NA-obstacles. **Rwy 35,** 300-1 or std. w/ min. climb of 408' per NM to 2000.
NOTE: **Rwy 35,** tower 4403' from departure end of runway, 1625' left of centerline, 230' AGL/1780' MSL.

CLINTON, OK (CON'T)

CLINTON-SHERMAN (CSM)
ORIG 08325 (FAA)
NOTE: **Rwy 17L,** tree 655' from departure end of runway, 317' left of centerline, 23' AGL/1932' MSL. **Rwy 17R,** tree 1275' from departure end of runway, 620' right of centerline, 35' AGL/1954' MSL. **Rwy 35R,** control tower 2797' from departure end of runway, 188' right of centerline, 66' AGL/1985' MSL. Tower 2981' from departure end of runway, 289' right of centerline, 76' AGL/1995' MSL.

CONWAY, AR

DENNIS F. CANTRELL FIELD (CWS)
AMDT 1 08157 (FAA)
TAKE-OFF MINIMUMS: **Rwys 8,26,** NA at night. **Rwy 26,** 200-1 or std. w/ min. climb of 346' per NM to 600. **Rwy 36,** 400-2½ or std. w/ min. a minimum climb of 289' per NM to 900.
DEPARTURE PROCEDURE: **Rwy 36,** climb heading 358° to 900 before proceeding on course.
NOTE: **Rwy 8,** trees, tower, poles and a building beginning 355' from departure end of runway, 10' right of centerline, up to 100' AGL/399' MSL. Trees, buildings, poles, sign, and a vehicle on roadway beginning 65' from departure end of runway, 18' left of centerline, up to 100' AGL/399' MSL. **Rwy 18,** silo 2222' from departure end of runway, 64' right of centerline, 100' AGL/413' MSL. Trees beginning 2370' from departure end of runway, 888' right of centerline, up to 100' AGL/399' MSL. **Rwy 26,** antenna 2003' from departure end of runway, 932' right of centerline, 140' AGL/449' MSL. Tank 3636' from departure end of runway, 1178' left of centerline, 165' AGL/475' MSL. Terrain beginning 27' from departure end of runway, 83' right of centerline, up to 0' AGL/325' MSL. **Rwy 36,** tower 11088' from departure end of runway, 3152' right of centerline, 150' AGL/650' MSL. Tower 11231' from departure end of runway, 3894' right of centerline, 186' AGL/687'. Trees beginning 2016' from departure end of runway, 340' right of centerline, up to 100' AGL/ 409' MSL. Trees and towers beginning 4368' from departure end of runway, 964' left of centerline, up to 119' AGL/428' MSL.

CUSHING, OK

CUSHING MUNI
TAKE-OFF MINIMUMS: **Rwys 2, 8, 11, 20, 26, 29,** NA. **Rwy 36,** 400-2 or std. with a min. climb of 210' per NM to 1400.
DEPARTURE PROCEDURES: **Rwy 36,** climb via heading 360° to 1400' before turning left.
NOTE: **Rwy 36,** tower 2.16 NM from departure end of runway, 5370' left of centerline, 250' AGL/1263' MSL.

DE QUEEN, AR

J. LYNN HELMS SEVIER COUNTY
TAKE-OFF MINIMUMS: **Rwy 8**, 400-2 or std. with a min. climb of 310' per NM to 800.

DECATUR, AR

CRYSTAL LAKE
TAKE-OFF MINIMUMS: **Rwy 13**, NA-obstacles.
NOTE: **Rwy 31,** railroad 208' from departure end of runway, on centerline, 23' AGL/1202' MSL, multiple trees beginning 228' from departure end of runway, left of centerline up to 1231' MSL.

DUMAS, AR

BILLY FREE MUNI

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1.

DUNCAN, OK

HALLIBURTON FIELD

TAKE-OFF MINIMUMS: **Rwy 35,** 400-2, or std. with a min. climb of 220' per NM to 1600.

EL DORADO, AR

SOUTH ARKANSAS RGNL AT GOODWIN FIELD

TAKE-OFF MINIMUMS: **Rwys 13,22,31,35,** 300-1.

DEPARTURE PROCEDURE: **Rwy 17**, climb runway heading to 600, then climb on course.

EL RENO, OK

EL RENO RGNL (RQO)

ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18, 36,** NA-Environmental. **Rwy 35,** 200-1 or std. w/ min. climb of 300' per NM to 1700.

NOTE: **Rwy 17,** vehicle on road 444' from departure end of runway, on centerline, 17' AGL/1436' MSL. **Rwy 35,** powerlines, 1800' from departure end of runway, on centerline, 80' AGL/1519' MSL.

ELK CITY, OK

ELK CITY RGNL BUSINESS

NOTE: **Rwy 35,** multiple trees beginning 43' from departure end of runway, 225' left of centerline, up to 100' AGL/2119' MSL. Multiple trees beginning 44' from departure end of runway, 22' right of centerline, up to 100' AGL/2119' MSL.

ENID, OK

ENID WOODRING RGNL (WDG)

AMDT 3A 09267 (FAA)

NOTE: **Rwy 13,** trees beginning 107' from DER, 182' right of centerline, up to 100' AGL/1269' MSL. Trees beginning 872' from DER, 308' left of centerline, up to 100' AGL/1289' MSL. **Rwy 35,** fence 218' from DER, 491' right of centerline, 8' AGL/1175' MSL. Vehicle on road beginning 253' from DER, 388' right of centerline, 15' AGL/1187' MSL. Train on railroad tracks beginning 369' from DER, left and right of centerline, 23' AGL/1190' MSL.

FAIRVIEW, OK

FAIRVIEW MUNI

TAKE-OFF MINIMUMS: **Rwy 17**, 400-2 or std. with a min. climb of 270' per NM to 1700.

FAYETTEVILLE, AR

DRAKE FIELD (FYV)

AMDT 5 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** std. w/ min. climb of 501' per NM to 1800 or 400-1¼ w/ min. climb of 360' per NM to 1900 or 1600-2½ for climb in visual conditions. **Rwy 34,** 300-1 or std. w/ min. climb of 648' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 16,** climb heading 164° to 2700 before turning right, climb heading 164° to 3400 before turning left. For climb in visual conditions cross Drake Field at or above 2800 before proceeding on course. **Rwy 34,** climb heading 344° to 2700 before proceeding on course.

NOTE: **Rwy 16,** multiple trees, road, fence, light poles, terrain, buildings beginning 72' from departure end of runway, 21' left of centerline, 114' AGL/1623' MSL. Multiple trees beginning 825' from departure end of runway, 13' right of centerline, up to 105' AGL/1438' MSL. **Rwy 34,** multiple trees, road, fence, light poles, terrain beginning 1' from departure end of runway, 102' left of centerline, up to 85' AGL/1343' MSL. Multiple trees, road, fence, light poles, terrain beginning 570' from departure end of runway, 319' right of centerline, up to 59' AGL/1540' MSL.

FAYETTEVILLE/SPRINGDALE/ROGERS, AR

NORTHWEST ARKANSAS RGNL

TAKE-OFF MINIMUMS: **Rwy 34,** 500-2 ¾ or std. with a min. climb of 227' per NM to 1900.

NOTES: **Rwy 16,** trees 1985' from departure end of runway, 1020' right of centerline, up to 100' AGL/1321' MSL. **Rwy 34,** tower 1.99 NM from departure end of runway, 1.29 NM left of centerline, 309' AGL/1729' MSL.

FLIPPIN, AR

MARION COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 4**, 300-1.

DEPARTURE PROCEDURE: **Rwy 4**, turn right, direct FLP VOR, then climb on course. **Rwy 22**, climb runway heading to 900, turn left, proceed direct FLP VOR, then climb on course.

FORREST CITY, AR

FORREST CITY MUNI

TAKE-OFF MINIMUMS: **Rwy 36**, 500-3 or std. with a min. climb of 290' per NM to 900.

FORT SMITH, AR

FORT SMITH RGNL

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1 or std. with a min. climb of 353' per NM to 800. **Rwy 7**, 300-1½ or std. with a min. climb of 261' per NM to 800. **Rwy 19,** 200-1¼ or std. w/ a min. climb of 226' per NM to 700, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway. **Rwy 25,** 300-1 or std. w/ a min. climb of 351' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 016° to 2400 before turning left. **Rwy 25**, climb heading 256° to 1100 before turning right.

NOTE: **Rwy 1,** terrain 56' from departure end of runway, 218' right of centerline, 0' AGL/449' MSL. Terrain 159' from departure end of runway, 354' left of centerline, 0' AGL/449' MSL. Light pole 1086' from departure end of runway, 287' left of centerline, 36' AGL/485' MSL. Tree 1495' from departure end of runway, 364' left of centerline, 60' AGL/509' MSL. Towers beginning 4315' from departure end of runway, 79' left of centerline, up to 109' AGL/619' MSL. Trees beginning 5136' from departure end of runway, 924' right of centerline, up to 100' AGL/679' MSL. **Rwy 7,** terrain 835' from departure end of runway, 678' left of centerline, 0' AGL/479' MSL. Trees beginning 3910' from departure end of runway, 1032' left of centerline, up to 57' AGL/556' MSL. Trees beginning 1.2 NM from departure end of runway, 1416' right of centerline, up to 100' AGL/699' MSL. Pole 1.2 NM from departure end of runway, 1572' right of centerline, 41' AGL/640' MSL.

Rwy 19, vehicle and road 200' from departure end of runway, 200' left of centerline, 15' AGL/462' MSL. Railroad, 639' from departure end of runway, 313' left of centerline, 20' AGL/449' MSL. Tank 704' from departure end of runway, 518' left of centerline, 31' AGL/480' MSL. Railroad 751' from departure end of runway, 2' right of centerline, 22' AGL/471' MSL. Trees beginning 930' from departure end of runway, 211' left of centerline, up to 48' AGL/627' MSL. Tree 941' from departure end of runway, 97' right of centerline, 25' AGL/474' MSL. Pole 1949' from departure end of runway, 439' left of centerline, 42' AGL/501' MSL. Elevator 2106' from departure end of runway, 969' right of centerline, 86' AGL/536' MSL. **Rwy 25,** pole 1642' from departure end of runway, 734' right of centerline, 24' AGL/513' MSL. Trees beginning 1848' from departure end of runway, 690' right of centerline, up to 100' AGL/629' MSL. Tower 4981' from departure end of runway, 1376' left of centerline, 125' AGL/623' MSL. Tank 5628' from departure end of runway, 208' left of centerline, 101' AGL/610' MSL.

GOLDSBY, OK

DAVID JAY PERRY

NOTE: **Rwy 13,** trees beginning 751' from departure end of runway, 481' left of centerline, up to 50' AGL/1209' MSL. Tree 982' from departure end of runway, 730' right of centerline, 50' AGL/1189' MSL. Terrain 101' from departure end of runway, 369' right of centerline, 1159' MSL. **Rwy 31,** tree 1624' from departure end of runway, 550' right of centerline, 50' AGL/1219' MSL. **Rwy 35,** tree 930' from departure end of runway, 45' left of centerline, 50' AGL/1199' MSL. Road 905' from departure end of runway, 18' left of centerline, 15' AGL/1194' MSL.

GROVE, OK

GROVE MUNI (GMJ)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 200-1¼ or std. w/ min. climb of 271' per NM to 1100.

NOTE: **Rwy 18,** building 308' from departure end of runway, 321' left of centerline, 13' AGL/842' MSL. Multiple buildings beginning 11' from departure end of runway, 325' right of centerline, 22' AGL/851' MSL. Windsock 118' from departure end of runway, 325' right of centerline, 22' AGL/851' MSL. Light 165' from departure end of runway, 420' left of centerline, 24' AGL/863' MSL. Vehicle on road 598' from departure end of runway, 619' left of centerline, 15' AGL/854' MSL. Vehicle on road 590' from departure end of runway, 499' right of centerline, 15' AGL/844' MSL. Trees and poles beginning 33' from departure end of runway, 12' left of centerline, up to 100' AGL/1019' MSL. Trees and poles beginning 252' from departure end of runway, 13' right of centerline, up to 40' AGL/869' MSL. **Rwy 36,** rising terrain beginning 30' from departure end of runway, 277' left of centerline, up to 826' MSL. Pole 316' from departure end of runway, 521' left of centerline, 20' AGL/859' MSL. Trees beginning 151' from departure end of runway, 54' left of centerline, up to 100' AGL/939' MSL. Trees beginning 109' from departure end of runway, 49' right of centerline, up to 85' AGL/884' MSL.

GUTHRIE, OK

GUTHRIE-EDMOND RGNL (GOK)

AMDT 1 09351 (FAA)

NOTE: **Rwy 16,** trees beginning 54' from DER, 286' right of centerline, up to 44' AGL/1087' MSL.

GUYMON, OK

GUYMON MUNI

TAKE-OFF MINIMUMS: **Rwys 6, 24**, 600-2.

DEPARTURE PROCEDURE: **Rwys 18,36**, climb runway heading to 3700 before turning.

HARRISON, AR

BOONE COUNTY

TAKE-OFF MINIMUMS: **Rwy 18**, 1400-3 or std. with a min. climb of 320' per NM to 3200.

DEPARTURE PROCEDURE: **Rwy 18**, climb via heading 182° to 2600 before turning.

HELENA/WEST HELENA, AR

THOMPSON-ROBBINS

TAKE-OFF MINIMUMS: **Rwy 8,** 400-2 or std. with a min. climb of 250' per NM to 700.

HENRYETTA, OK

HENRYETTA MUNI

TAKE-OFF MINIMUMS: **Rwy 36**, 500-3 or std. with a min. climb of 270' per NM to 1500.

NOTE: **Rwy 36,** tower 13139' from DER, 885' right of centerline, 318' AGL/1273' MSL. Tower 8882' from DER, 6059' left of centerline, 330' AGL/1223' MSL.

HOBART, OK

HOBART RGNL (HBR)
AMDT 1 08073 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 12, 21, 30,** NA-Environmental.

NOTE: **Rwy 35,** Terrain beginning 107' from departure end of runway, 185' left of centerline, 0' AGL/1549' MSL. terrain beginning 109' from departure end of runway, 63' right of centerline, 0' AGL/1549' MSL.

HOPE, AR

HOPE MUNI (M18)
ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Rwy closed indefinitely.

NOTE: **Rwy 16,** tree 1395' from DER, 695' left of centerline, 70' AGL/409' MSL. Tree 1307' from DER, 842' right of centerline, 70' AGL/399' MSL. Tree 2217' from DER, on centerline, 70' AGL/399' MSL. **Rwy 34,** trees beginning 504' from DER, 113' right of centerline, up to 70' AGL/460' MSL. Trees beginning 1173' from DER, 59' left of centerline, up to 70' AGL/457' MSL. Bush 39' from DER, 162' left of centerline, 10' AGL/369' MSL. Fence 154' from DER, 474' right of centerline, 11' AGL/371' MSL. Fence 410' from DER, 90' right of centerline, 11' AGL/370' MSL. Terrain 43' from DER, 448' left of centerline, 365' MSL.

HOT SPRINGS, AR

MEMORIAL FIELD

TAKE-OFF MINIMUMS: **Rwy 31**, 1100-3 or std. with a min. climb of 700' per NM to 1700. **Rwy 5**, 1100-3 or std. with a min climb of 820' per NM to 1700. **Rwy 13**, 300-1 or std. with a min. climb of 220' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 5**, climbing right turn via HOT R-065, continue climb to 1700 before departing on course. **Rwys 13,23,31**, climb on runway heading to 1700 before departing on course.

IDABEL, OK

MC CURTAIN COUNTY RGNL

NOTE: **Rwy 2,** trees 1.92 NM from departure end of runway, on centerline, 100' AGL/629' MSL.

JONESBORO, AR

JONESBORO MUNI (JBR)
AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** NA-obstacles.

NOTE: **Rwy 5,** multiple trees beginning 872' from departure end of runway, 459' right of centerline, up to 55' AGL/304' MSL, trees 1226' from departure end of runway, 557' left of centerline, 64' AGL/315' MSL. **Rwy 13,** multiple trees and poles beginning 356' from departure end of runway, 188' right of centerline, up to 48' AGL/304' MSL. Trees and poles beginning 694' from departure end of runway, 81' left of centerline, 45' AGL/278' MSL. Railroad 600' from departure end of runway, 9' left of centerline, up to 19' AGL/275' MSL. **Rwy 23,** multiple trees beginning 2493' from departure end of runway, 282' right of centerline, up to 66' AGL/326' MSL.

LITTLE ROCK, AR

ADAMS FIELD (LIT)
AMDT 8 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1½ or std. w/ min. climb of 391' per NM to 600. **Rwy 22L,** 300-1¾ or std. w/ min. climb of 216' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway. **Rwy 22R,** 300-2 or std. w/ min. climb of 329' per NM to 1100.

DEPARTURE PROCEDURE**: Rwy 22R,** climb heading 225° to 1100 before turning right. **Rwy 36,** climb heading 360° to 800 before turning left.

NOTE: **Rwy 4L,** tree 1784' from departure end of runway, 787' right of centerline, 100' AGL/339' MSL. **Rwy 4R,** tree 3337' from departure end of runway, 1050' right of centerline, 100' AGL/349' MSL. **Rwy 18,** trees beginning 1147' from departure end of runway, 153' left of centerline, up to 100' AGL/401' MSL. Vehicle/road 2037' from departure end of runway, 177' left of centerline, 17' AGL/313' MSL, railroad 1264' from departure end of runway, 18' left of centerline, 23' AGL/285' MSL. Trees beginning 1473' from departure end of runway, 132' right of centerline, up to 100' AGL/479' MSL, elevator 4633' from departure end of runway, 371' right of centerline, 88' AGL/399' MSL. Train 60' from departure end of runway, 470' right of centerline, 23' AGL/282' MSL. Stack 4873' from departure end of runway, 75' right of centerline, 87' AGL/402' MSL. Railroad crossing guard 489' from departure end of runway, 545' right of centerline, 26' AGL/282' MSL. Railroad 777' from departure end of runway, 537' right of centerline, 23' AGL/277' MSL. **Rwy 22L,** trees, beginning 782' from departure end of runway, 174' left of centerline, up to 100' AGL/419' MSL. Obstruction light poles, beginning 2130' from departure end of runway, 754' left of centerline, up to 100' AGL/364' MSL. Building 1310' from departure end of runway, 820' left of centerline, 25' AGL/300' MSL. Trees, beginning 4728' from departure end of runway, 1423' right of centerline, up to 100' AGL/499' MSL. Light 982' from departure end of runway, 503' right of centerline, 100' AGL/295' MSL. **Rwy 22R,** trees beginning 1236' from departure end of runway, 407' left of centerline, up to 100' AGL/512' MSL. Railroad 969' from departure end of runway, 731' left of centerline, 26' AGL/285' MSL. Antenna 9769' from departure end of runway, 2625' left of centerline, 119' AGL/508' MSL. Train 441' from departure end of runway, 608' right of centerline, 23' AGL/282' MSL. Poles beginning 948' from departure end of runway, 101' right of centerline, up to 34' AGL/293' MSL. Building 1169' from departure end of runway, 420' right of centerline, 32' AGL/291' MSL. Trees beginning 1702' from departure end of runway, 356' right of centerline, up to 100' AGL/311' MSL. Railroad crossing guard 819' from departure end of runway, 216' right of centerline, 23' AGL/282' MSL. Antenna 349' from departure end of runway, 479' right of centerline, 18' AGL/267' MSL. **Rwy 36,** trees beginning 449' from departure end of runway, 15' left of centerline, up to 100' AGL/370' MSL. Pole 904' from departure end of runway, 386' left of centerline, 41' AGL/300' MSL. Tower 1669' from departure end of runway, 505' left of centerline, 60' AGL/313' MSL. Trees beginning 350' from departure end of runway, 408' right of centerline, up to 100' AGL/347' MSL. Pole 902' from departure end of runway, 25' right of centerline, 42' AGL/301' MSL.

09351

LITTLE ROCK AFB (KLRF)

JACKSONVILLE, AR 08045

DEPARTURE PROCEDURE: **Rwy 25:** Cross DER at least 13' AGL/299 MSL. 467' (80' AGL) trees, 6528' from departure end of rwy, 2248' left of centerline. TAKE-OFF OBSTACLES: Rwy 07: Multiple trees up to 80' AGL/367' MSL, 1045' from DER, 724' right of centerline. Multiple trees up to 80' AGL/370' MSL, 1433' from DER, 674' left of centerline. **Rwy 07** (Assault Strip): Terrain 299' MSL, 26' from DER, 337' left of centerline. Terrain 292' MSL, 32' from DER, 413' right of centerline. Multiple trees 80' AGL/384' MSL, 1882' from DER, 536' left of centerline. Multiple trees 80' AGL/367' MSL, 2960' from DER, 1174' right of centerline. **Rwy 25**: Multiple trees 80' AGL/364' MSL, 1006' from DER, 722' right of centerline. Multiple trees 80' AGL/400' MSL, 4200' from DER, 757' left of centerline. **Rwy 25** (Assault Strip): Terrain 312' MSL, 4' from DER, 372' right of centerline. Multiple trees 80' AGL/436' MSL, 1387' from DER, 840' right of centerline.

MADILL, OK

MADILL MUNI

TAKE-OFF MINIMUMS: **Rwy 18**, 1000-3 or std. with a min. climb of 325' per NM to 3000.

DEPARTURE PROCEDURE: **Rwy 36**, climb runway heading to 2600 before turning southbound. **Rwy 18**, plan departure to avoid 2584' tower 6 NM south of airport or maintain climb of 325' per NM to 3000.

MAGNOLIA, AR

MAGNOLIA MUNI

NOTE: **Rwy 18,** 100' AGL tree 1950' from departure end of runway, 350' left of centerline.

MALVERN, AR

MALVERN MUNI

NOTE: **Rwy 4,** multiple trees beginning 456' from departure end of runway, 1' left of centerline, up to 100' AGL/649' MSL. Multiple trees beginning 456' from departure end of runway, 1' right of centerline, up to 100' AGL/649' MSL. **Rwy 22,** multiple trees and powerlines beginning 241' from departure end of runway, 1' left of centerline, up to 75' AGL/604' MSL. Multiple trees and powerlines beginning 241' from departure end of runway, 1' right of centerline, up to 75' AGL/ 604' MSL.

MC ALESTER, OK

MC ALESTER RGNL (MLC)

ORIG-A 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. w/ a min. climb of 318' per NM to 1100. **Rwy 20,** 300-2 or std. w/ a min. climb of 232' per NM to 1100 or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to DER.

NOTE: **Rwy 2,** light standard, tree and pole beginning 203' from DER, 302' right of centerline, up to 59' AGL/828' MSL. Pole 104' from DER, 276' left of centerline, 31' AGL/780' MSL. Tree 5344' from DER, 1912' left of centerline, 100' AGL/989' MSL. **Rwy 20,** multiple trees and poles beginning 715' from DER, 66' right and 97' left of centerline, up to 50' AGL/934' MSL. Radio mast 9021' from DER, 2565' right of centerline, 266' AGL/985' MSL.

MELBOURNE, AR

MELBOURNE MUNI-JOHN E MILLER FIELD

TAKE-OFF MINIMUMS: **Rwy 21,** 300-1¼ or std. with a min. climb of 211' per NM to 1000.

NOTE: **Rwy 21,** water tank 1.1 NM from departure end of runway, 49' left of centerline, 105' AGL/939' MSL.

MENA, AR

MENA INTERMOUNTAIN MUNI

TAKE-OFF MINIMUMS: **Rwy 9,** std. with a min. climb of 284' per NM to 3500, or 1300-2½ for climb in visual conditions. **Rwy 17,** std. with a min. climb of 426' per NM to 3400, or 1300-2½ for climb in visual conditions. **Rwy 27,** std. with a min. climb of 408' per NM to 3500, or 1300-2½ for climb in visual conditions. **Rwy 35,** std. with a min. climb of 293' per NM to 3400, or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 9, 17, 27, 35,** for climb in visual conditions: cross Mena Intermountain Municipal Airport at or above 2300.

NOTE: **Rwy 27,** trees 2.01 NM from departure end of runway, on centerline, 100' AGL/1759' MSL.

MONTICELLO, AR

MONTICELLO MUNI/ELLIS FIELD (LLQ)

ORIG 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21,** 200-1¼ or std. w/ min. climb of 436' per NM to 600.

NOTE: **Rwy 3,** tree 278' from departure end of runway, 544' left of centerline, 100' AGL/349' MSL. Vehicle on road 625' from departure end of runway, 628' right of centerline, 15' AGL/264' MSL. **Rwy 21,** tree 3687' from departure end of runway, 819' left of centerline, 100' AGL/469' MSL. Vehicle on road 1000' from departure end of runway, 676' left of centerline, 15' AGL/294' MSL. Trees beginning 435' from departure end of runway, 607' right of centerline, up to 100' AGL/399' MSL. Powerline 5621' from departure end of runway, 994' right of centerline, 79' AGL/458' MSL. Powerline 4504' from departure end of runway, 1652' right of centerline, 79' AGL/388' MSL.

MORRILTON, AR

MORRILTON MUNI (BDQ)

ORIG-A 08129 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27,** Std. w/ min. climb of 211' per NM to 1600 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 27,** For climb in visual conditions cross Morrilton Municipal Airport at or above 1100 MSL before proceeding on course.

NOTE: **Rwy 9,** trees beginning 321' from departure end of runway, 511' right of centerline up to 100' AGL/419' MSL. Trees beginning 3378' from departure end of runway, 346' left of centerline, up to 100' AGL/449' MSL. **Rwy 27,** trees beginning 814' from departure end of runway, 317' left of centerline up to 100' AGL/399' MSL. Trees beginning 1552' from departure end of runway, 6' right of centerline up to 100' AGL/429' MSL.

PETIT JEAN PARK

TAKE-OFF MINIMUMS: **Rwy 21,** 400-2 or std. with a min. climb of 420'per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 1300 before turning.

09351

MOUNTAIN HOME, AR

OZARK RGNL

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 270' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 5**, turn right. **Rwy 23,** turn left: **All aircraft** proceed direct via FLP VOR/DME then climb on course.

MOUNTAIN VIEW, AR

MOUNTAIN VIEW WILCOX MEMORIAL FIELD

TAKE-OFF MINIMUMS: **Rwy 9**, 1000-3 or std. with a min. climb of 370' per NM to 2100. **Rwy 27**, 1800-3 or std. with a min. climb of 350' per NM to 3100.

DEPARTURE PROCEDURE: **Rwy 9**, climb via heading 092° to 2100 before turning. **Rwy 27**, climb via heading 272° to 3100 before turning.

MULDROW AHP (KHMY)

LEXINGTON, OK . . . . . ORIG, 08213

TAKE-OFF OBSTACLES: **Rwy 17,** trees, poles, buildings and fence, up to 60' AGL/1149' MSL, 17' from DER, left and right of centerline. **Rwy 35,** trees, pole and NDB, up to 70' AGL/1161' MSL, 45' from DER, left and right of centerline.

MUSKOGEE, OK

DAVIS FIELD (MKO)

ORIG 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36,** NA-Environmental. **Rwy 22,** 200-1½ or std. w/ min. climb of 436' per NM to 900. **Rwy 31,** 300-1½ or std. w/ min.

DAVIS FIELD (MKO)(CONT'D)

climb of 217' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'per NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 22,** tree 3637' from departure end of runway, 985' right of centerline, 100' AGL/809' MSL. **Rwy 31,** tree 7679' from departure end of runway, 851' left of centerline, 100' AGL/819' MSL.

NEWPORT, AR

NEWPORT MUNI (M19)

ORIG 08269 (FAA)

NOTE: **Rwy 22,** building beginning 1947' from departure end of runway, 452' right of centerline, 60' AGL/299' MSL. **Rwy 36,** trees 2163' from departure end of runway, 939' left of centerline, up to 100' AGL/339' MSL.

NORMAN, OK

UNIVERSITY OF OKLAHOMA WESTHEIMER

NOTE: **Rwy 3,** multiple elevators, tower, and cement hopper beginning 1452' from departure end of runway, 358' right of centerline, up to 56' AGL/1236' MSL. **Rwy 21,** terrain 167' from departure end of runway, 506' right of centerline, 1182' MSL. **Rwy 35,** multiple poles beginning 699' from departure end of runway 518' right of centerline, up to 37' AGL/1215' MSL.

NORTH LITTLE ROCK, AR

NORTH LITTLE ROCK MUNI

NOTE: **Rwy 5,** 80' AGL tree 360' from departure end of runway, 500' right of centerline. **Rwy 35,** 45' AGL trees 650' from departure end of runway, 300' left of centerline; 85' AGL tree 700' from departure end of runway, 600' right of centerline.

OKLAHOMA CITY, OK

CLARENCE E. PAGE MUNI

NOTE: **Rwy 17R,** multiple trees beginning 43' from departure end of runway, 331' right of centerline, 15' AGL/1348' MSL. Multiple trees beginning 260' from departure end of runway, 345' left of centerline, 37' AGL/1366' MSL. **Rwy 35L,** bush 90' from departure end of runway, 482' left of centerline, 8' AGL/1358' MSL.

SUNDANCE AIRPARK

TAKE-OFF MINIMUMS: **Rwy 17**, 400-1.

WILL ROGERS WORLD

NOTE: **Rwy 35L,** post 47' from departure end of runway, 495' left of centerline, 14' AGL/1287' MSL. **Rwy 36,** obstruction light on lighted WSK 678' from departure end of runway, 153' left of centerline, 31' AGL/1295' MSL.

WILEY POST (PWA)

AMDT 4 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17L,** 200-1 or std. with a min. climb of 310' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 13,** climb heading 127° to 2300 before turning left. **Rwys 35L,35R,** climb heading 352° to 1900 before turning right.

NOTE: **Rwy 13,** multiple trees 2032' from departure end of runway, 405' left of centerline, 50' AGL/1359' MSL. Multiple hangars 466' from departure end of runway, 465' left of centerline, 17' AGL/1316' MSL. Multiple hangars 1348' from departure end of runway, 604' right of centerline, 35' AGL/1334' MSL. **Rwy 17L,** multiple tanks 4592' to 6210' from departure end of runway, 1220' to 1385' left of centerline, up to 148' AGL/1478' MSL. Multiple trees 1292' to 1360' from departure end of runway, 645' to 727' right of centerline, up to 50' AGL/1345' MSL. **Rwy 17R,** windsock 326' from departure end of runway, 421' left of centerline, 20' AGL/1305' MSL. **Rwy 31,** road with vehicle 556' from departure end of runway, 319' left of centerline, 15' AGL/1289' MSL. **Rwy 35L,** multiple trees 706' from departure end of runway, 560' left of centerline, 50' AGL/1329' MSL. Spire 2442' from departure end of runway, 900' left of centerline, 86' AGL/1366' MSL.

OKMULGEE, OK

OKMULGEE RGNL

DEPARTURE PROCEDURE: **Rwy 36,** climb heading 356° to 1600 before proceeding on course.

NOTE: **Rwy 18,** multiple trees beginning 1303' from departure end of runway, 69' left of centerline, up to 100' AGL/779' MSL. Multiple trees beginning 1699' from departure end of runway, 12' right of centerline, up to 100' AGL 779' MSL.

09351

OSCEOLA, AR

OSCEOLA MUNI

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1.

NOTE: **Rwy 1,** 180' AGL antenna 3003' from departure end of runway, 20' right of centerline.

OZARK, AR

OZARK-FRANKLIN COUNTY

TAKE-OFF MINIMUMS: **Rwy 4**, 400-2 or std. with a min. climb of 492' per NM to 1400. **Rwy 22,** std. with a min. climb of 282' per NM to 1400, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4,** climbing right turn to 3000 via FSM R-064 to FSM VORTAC before proceeding on course. **Rwy 22,** climbing right turn to 3000 via FSM R-064 to FSM VORTAC before proceeding on course, or for climb in visual condtions cross Ozark-Franklin County Airport southwest bound at or above 1600 then climb to 3000 via FSM R-064 to FSM VORTAC before proceeding on course.

NOTE: **Rwy 4,** trees beginning 1906' from departure end of runway, 100' left of centerline, up to 100' AGL/959' MSL. Trees beginning 3412' from departure end of runway, 6' right of centerline, up to 100' AGL/959' MSL. Tower 1.1 NM from departure end of runway, 470' left of centerline, 205' AGL/995' MSL. **Rwy 22,** rising terrain and trees beginning 1.6 NM from departure end of runway, 1017' right of centerline, up to 100' AGL/999' MSL. Rising terrain and trees beginning 2.7 NM from departure end of runway, on centerline, up to 100' AGL/1079' MSL.

PARAGOULD, AR

KIRK FIELD

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1 or std. with a min. climb of 333' per NM to 600. **Rwys 8, 26,** NA-unsurveyed turf runways. **Rwy 22,** 200-1.

NOTE: **Rwy 4,** tank 5070' from departure end of runway, 883' right of centerline, 190' AGL/470' MSL. Road 1285' from departure end of runway, on centerline, 289' MSL. Sign 1506' from departure end of runway, 135' right of centerline, 50' AGL/331' MSL. **Rwy 22,** sign 311' from departure end of runway, 285' right of centerline, 30' AGL/325' MSL. Road 300' from departure end of runway, on centerline, 295' MSL.

PONCA CITY, OK

PONCA CITY RGNL (PNC)

ORIG 07354 (FAA)

NOTE: **Rwy 17,** multiple buildings, poles, and antenna beginning 195' from departure end of runway, 303' right of centerline, up to 81' AGL/1071' MSL. Trees and pole 1304' from departure end of runway, from 400' left of centerline, 70' AGL/1061' MSL. **Rwy 35,** antenna on building 10' from departure end of runway, 437' right of centerline, 13' AGL/1013' MSL. Trees 1475' from departure end of runway, 350' right of centerline 50' AGL/1030' MSL.

POTEAU, OK

ROBERT S. KERR

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 2500 before turning on course. **Rwy 36,** climb runway heading to 2800 before turning on course.

NOTE: **Rwy 36,** cross departure end of runway at or above 16' AGL/461' MSL.

PRYOR, OK

MID-AMERICA INDUSTRIAL

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb to 1400 before turning on course.

ROGERS, AR

ROGERS MUNI-CARTER FIELD

NOTES: **Rwy 20**, multiple towers and trees beginning 393' from departure end of runway, 209' right of centerline, up to 122' AGL/1462' MSL. Multiple towers and trees beginning 567' from departure end of runway, 81' left of centerline, up to 108' AGL/1469' MSL.

RUSSELLVILLE, AR

RUSSELLVILLE RGNL

TAKE-OFF MINIMUMS: **Rwy 7,** 500-2 or std. with a min. climb of 490' per NM to 900. **Rwy 25,** 1800-3 or std. with a min. climb of 230' per NM to 2200.

NOTE: **Rwy 7,** building, 3192' from departure end of runway, 204' left of centerline, 50' AGL/520' MSL.

SALLISAW, OK

SALLISAW MUNI

TAKE-OFF MINIMUMS: **Rwy 17,** 400-2 or std. with a min. climb of 210' per NM to 1000. **Rwy 35,** 700-2 or std. with a min. climb of 470' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 17,** climb runway heading to 1000 before turning. **Rwy 35,** climbing left turn to 1500 on heading 180° before proceeding on course.

SAND SPRINGS, OK

WILLIAM R. POGUE MUNI (OWP)

AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** 300-1½ or std. w/ min. climb of 260' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 169° to 2500 before turning left. **Rwy 35,** climb heading 349° to 2500 before turning right.

NOTE: **Rwy 17,** trees beginning 75' from DER, 121' left and right of centerline, up to 100' AGL/940' MSL. Vehicles 83' from DER, 35' left and right of centerline, 15' AGL/905' MSL. **Rwy 35,** vehicles 83' from DER, 35' left of centerline, 15' AGL/905' MSL. Trees 1.24 NM from DER, 671' left of centerline, up to 100' AGL/1126' MSL.

SEMINOLE, OK

SEMINOLE MUNI

NOTE: **Rwy 16,** powerline 419' from departure end of runway, 403' left of centerline, 46' AGL/1025' MSL.

SILOAM SPRINGS, AR

SMITH FIELD

NOTE: **Rwy 18,** light pole 1320' from departure end of runway, 358' right of centerline, 31' AGL/1209' MSL. Trees 795' from departure end of runway, 354' left of centerline, up to 25' AGL/1197' MSL. Trees 1272' from departure end of runway, 340' right of centerline, up to 34' AGL/1212' MSL. **Rwy 36,** power pole 1185' from departure end of runway, 567' right of centerline, 31' AGL/1223' MSL. Trees 528' from departure end of runway, 424' left of centerline, up to 54' AGL/1241' MSL. Trees 532' from departure end of runway, 354' right of centerline, up to 39' AGL/1232' MSL.

09351

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

09351

SPRINGDALE, AR

SPRINGDALE MUNI

TAKE-OFF MINIMUMS: **Rwy 36**, 400-2 or std. with a min. climb of 260' per NM to 1900.

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb runway heading to 1900 prior to turning on course or as directed by ATC.

NOTE: **Rwy 36,** 70' AGL/1422' MSL trees 4406' from departure end of runway, 522' right of centerline. 70' AGL/1409' MSL trees 2734' from departure end of runway, 325' right of centerline. 70' AGL/1403' MSL trees 2783' from departure end of runway, 42' right of centerline. 70' AGL/1418' MSL trees 3075' from departure end of runway, 329' right of centerline. 70' AGL/1389' MSL trees 1659' from departure end of runway, 326' right of centerline.

STUTTGART, AR

STUTTGART MUNI

NOTE: **Rwy 18,** tree 108' from departure end of runway, 286' right of centerline, 9' AGL/227' MSL. **Rwy 27,** tree 188' from departure end of runway, 152' left of centerline, 7' AGL/227' MSL.

TAHLEQUAH, OK

TAHLEQUAH MUNI (TQH)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** 300-1½ or std. w/ min. climb of 345' per NM to 1200.

NOTE: **Rwy 17,** trees beginning 80' from departure end of runway, 16' right of centerline, up to 60' AGL/911' MSL. Trees and poles beginning 139' from departure end of runway, 337' left of centerline, up to 34' AGL/855' MSL. Light 1042' from departure end of runway, 403' left of centerline, 29' AGL/878' MSL. **Rwy 35,** poles and trees beginning 23' from departure end of runway, 42' left of centerline, up to 56' AGL/1075' MSL. Poles and trees beginning 1334' from departure end of runway, 29' right of centerline, up to 40' AGL/1058' MSL. Building 4492' from departure end of runway, 889' left centerline, 24' AGL/1024' MSL.

TEXARKANA, AR

TEXARKANA RGNL-WEBB FIELD (TXK)

AMDT 4 07354 (FAA)

NOTE: **Rwy 4,** multiple trees 881' from departure end of runway, 677' left of centerline, 60' AGL/419' MSL. Multiple trees 767' from departure end of runway, 621' right of centerline, 75' AGL/434' MSL. **Rwy 13,** multiple trees 21' from departure end of runway, 372' left of centerline, 75' AGL/424' MSL. Multiple trees 1819' from departure end of runway, 133' left of centerline, 99' AGL/438' MSL. Multiple trees beginning 237' from departure end of runway, 344' right of centerline, 98' AGL/457' MSL. **Rwy 22,** multiple trees beginning 122' from departure end of runway, 276' left of centerline, 47' AGL/406' MSL. Multiple trees beginning 132' from departure end of runway, 348' right of centerline, 71' AGL/400' MSL. **Rwy 31,** vehicle on road 346' from departure end of runway, on centerline, 15' AGL/391' MSL. Multiple trees 535' from deaprture end of runway, 124' left of centerline, 60' AGL/391' MSL. Mutliple trees beginning 454' from departure end of runway, 349' right of centerline, 70' AGL/429' MSL. Multiple trees 1962' from departure end of runway, 195' left of centerline, 60' AGL/429' MSL

TINKER AFB (KTIK),

OKLAHOMA CITY, OK 09043

DEPARTURE PROCEDURE: **Rwy 30,** climb on track 306° to 4000 prior to executing a right turn, left turns may be initiated at 1800. **Rwy 35,** intercept TIK R-354 climbing to 4000 prior to executing left turn.

TAKE-OFF OBSTACLES: **Rwy 30,** Trees 47' AGL/1267' MSL, 1778' from DER, 927' right of centerline. Monument 41' AGL/1264' MSL, 1473' from DER, 1337' right of centerline. Trees 28' AGL/1245' MSL, 2862' from DER, 1641' right of centerline.

TULSA, OK

RICHARD LLOYD JONES JR (RVS)

AMDT 6 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** 300-1¾ or std. w/ min. climb of 470' per NM to 1100.

DEPARTURE PROCEDURE: **Rwys 1L, 1R,** climb heading 007° to 1400 before proceeding on course. **Rwy 13,** climb heading 127° to 1400 before proceeding on course. **Rwys 19L, 19R,** climb heading 187° to 1400 before proceeding on course. **Rwy 31,** climb heading 307° to 1700 before proceeding on course.

NOTE: **Rwy 1L,** tree 1492' from departure end of runway, 627' right of centerline, 81' AGL/700' MSL **Rwy 1R,** railroad 163' from departure end of runway, 226' right of centerline, 23' AGL/669' MSL. Tree 250' from departure end of runway, 236' right of centerline, 45' AGL/669' MSL. Pole 582' from departure end of runway, 330' right of centerline, 49' AGL/673' MSL. Pole 992' from departure end of runway, 117' right of centerline, 40' AGL/664' MSL. Tree 1844' from departure end of runway, 74' left of centerline, 81' AGL/700' MSL. **Rwy 13,** building 717' from departure end of runway, 514' right of centerline, 25' AGL/641' MSL. Tree 1961' from departure end of runway, 92' left of centerline, 50' AGL/679' MSL. Tree 2021' from departure end of runway, 461' right of centerline, 76' AGL/695' MSL. Tree 2287' from departure end of runway, 102' right of centerline, 79' AGL/698' MSL. Tree 2438' from departure end of runway, 31' left of centerline, 80' AGL/699' MSL. Tree 2697' from departure end of runway, 323' right of centerline, 90' AGL/709' MSL. Trees beginning 2292' from departure end of runway, 655' right of centerline, up to 100' AGL/729' MSL. **Rwy 19L,** tree 791' from departure end of runway, 311' left of centerline, 46' AGL/665' MSL. Tree 1379' from departure end of runway, 457' left of centerline, 64' AGL/683' MSL. Trees beginning 3858' from departure end of runway, 620' left of centerline, up to 100' AGL/719' MSL. **Rwy 19R,** tree 2247' from departure end of runway, 1020' left of centerline, 56' AGL/685' MSL. Trees beginning 3296' from departure end of runway, 1323' left of centerline, up to 100' AGL/714' MSL. **Rwy 31,** hangar, 507' from departure end of runway, 344' right of centerline, 21' AGL/640' MSL. Trees beginning 1372' from departure end of runway, from 265' left of centerline to 248' right of centerline, up to 95' AGL/714' MSL. Tree 2161' from departure end of runway, 74' left of centerline, 102' AGL/721' MSL. Trees beginning 1965' from departure end of runway, 909' left of centerline, up to 100' AGL/739' MSL. Transmission line towers beginning 2732' from departure end of runway, 28' right of centerline, up to 107' AGL/773' MSL.

09351

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

TULSA, OK (CON'T)

TULSA INTL

TAKE-OFF MINIMUMS: **Rwy 18R**, 200-1 or std. with a min. climb of 210' per NM to 900.

DEPARTURE PROCEDURE: Comply with SID or as cleared.

VANCE AFB (KEND)

ENID, OK 09323

TAKE-OFF OBSTACLES:

Rwy 17C: Barrier (when raised) 24' AGL/1321' MSL, 154' into overrun, on centerline.

Rwy 17L: Terrain, 1293' MSL, 239' from DER, 55' left of centerline. Terrain, 1295' MSL, abeam departure end of runway, 156' right of centerline. Wind sensor, 33' AGL/1325' MSL, 211' from DER, 578' right of centerline. T-1 aircraft on taxiway, 14' AGL/1298' MSL, 204' from DER, 186' right of centerline. T-1 aircraft on taxiway, 14' AGL/1303' MSL, 383' from DER, 574' left of centerline. Trees, 70' AGL/1349' MSL, 2479' from DER, 1136' left of centerline. Trees, 70' AGL/1355' MSL, 1620' from DER, 944' left of centerline.

Rwy 17R: Barrier (when raised), 24' AGL/1336' MSL, 152' into overrun, on centerline.

Rwy 35C: Barrier (when raised), 24' AGL/1301' MSL, 147' into overrun, on centerline.

Rwy 35L: Barrier (when raised), 24' AGL/1303' MSL, 149' into overrun, on centerline.

Rwy 35R: Wind sensor, 33' AGL/1299' MSL, 1884' from DER, 577' left of centerline. Vehicle on road, 10' AGL/1284' MSL, 144' from DER, 292' left of centerline. T-1 aircraft on taxiway, 14' AGL/1280' MSL, 211' from DER, 574' right of centerline.

WAGONER, OK

HEFNER-EASLEY (H68)

ORIG 08045 (FAA)

NOTE: **Rwy 36,** Multiple trees beginning 167' from departure end of runway, 544' right of centerline, up to 100' AGL/709' MSL.

WATONGA, OK

WATONGA RGNL

TAKE-OFF MINIMUMS: **Rwy 17**, 400-2 or std. with a min. climb of 315' per NM to 2000.

NOTE: **Rwy 17,** vehicle on road 165' from departure end of runway, 471' left of centerline, 15' AGL/1554' MSL. Elevator 5609' from departure end of runway, 614' left of centerline, 177' AGL/1694' MSL. **Rwy 35,** trees beginning 3318' from departure end of runway, 435' left of centerline, up to 100' AGL/1689' MSL. Vehicle on road 284' from departure end of runway, 471' right of centerline, 15' AGL/1584' MSL.

WEATHERFORD, OK

THOMAS P. STAFFORD

DEPARTURE PROCEDURE: **Rwy 17,** climb via heading 188° to 2500 before proceeding on course.

NOTE: **Rwy 17,** truck on road 682' from departure end of runway, crossing centerline, 17' AGL/1636' MSL, multiple trees beginning 2605' from departure end of runway, 652' right of centerline, up to 100' AGL/1699' MSL. **Rwy 35,** tree 1421' from departure end of runway, 413' right of centerline, 40' AGL/1649' MSL.

WEST MEMPHIS, AR

WEST MEMPHIS MUNI

TAKE-OFF MINIMUMS: **Rwy 17,** NOTE: 101' AGL trees 2155' from departure end of rwy, 196' right of centerline.

WOODWARD, OK

WEST WOODWARD

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 172° to 3100 before proceeding on course.

WAAS	APP CRS	Rwy Idg	6203
CH 61012	174°	TDZE	1016
W17A		Apt Elev	1016

RNAV (GPS) RWY 17

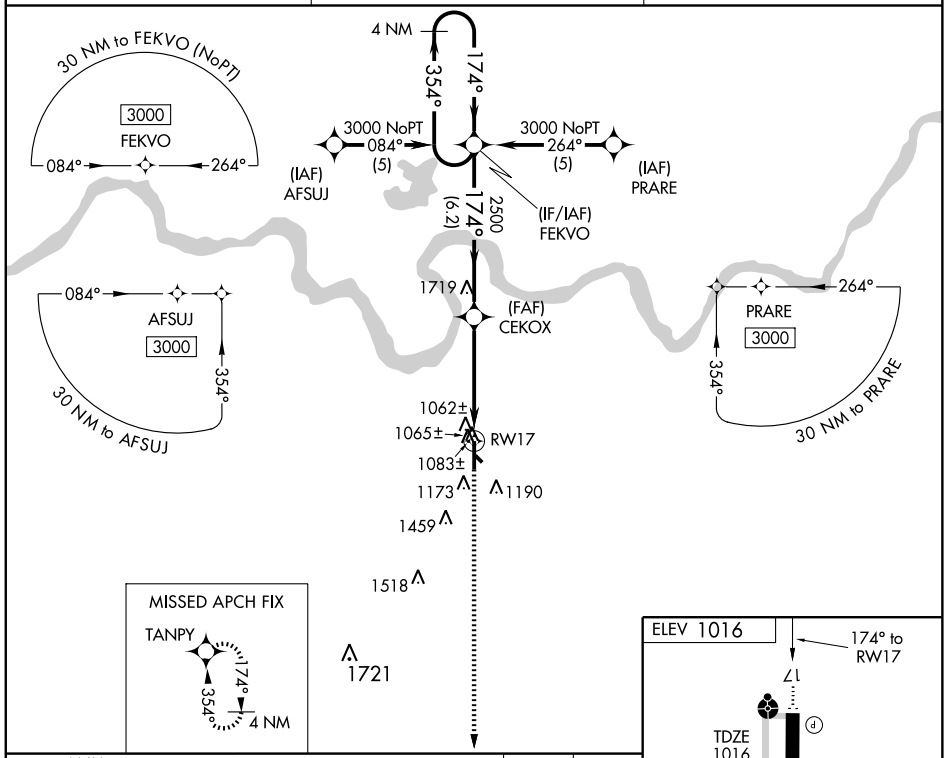
ADA MUNI (ADH)

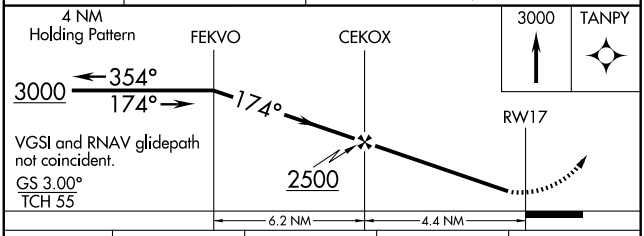
Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling to Rwy 31 NA at night. Baro-VNAV NA when using Seminole altimeter setting. When local altimeter setting not received, use Seminole altimeter setting and increase all DA 66 feet and all MDA 80 feet, increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cat C visibility ¼ mile.

ODALS

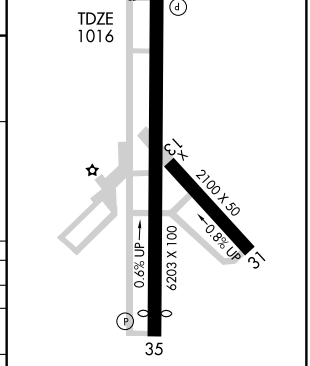
MISSED APPROACH: Climb to 3000 direct TANPY and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.725	128.1 327.15	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1304-1	288 (300-1)		NA
LNAV/VNAV DA	1335-1	319 (400-1)		NA
LNAV MDA	1380-1	364 (400-1)		NA
CIRCLING	1520-1 504 (600-1)		1520-1½ 504 (600-1½)	NA



SC-1, 14 JAN 2010 to 11 FEB 2010

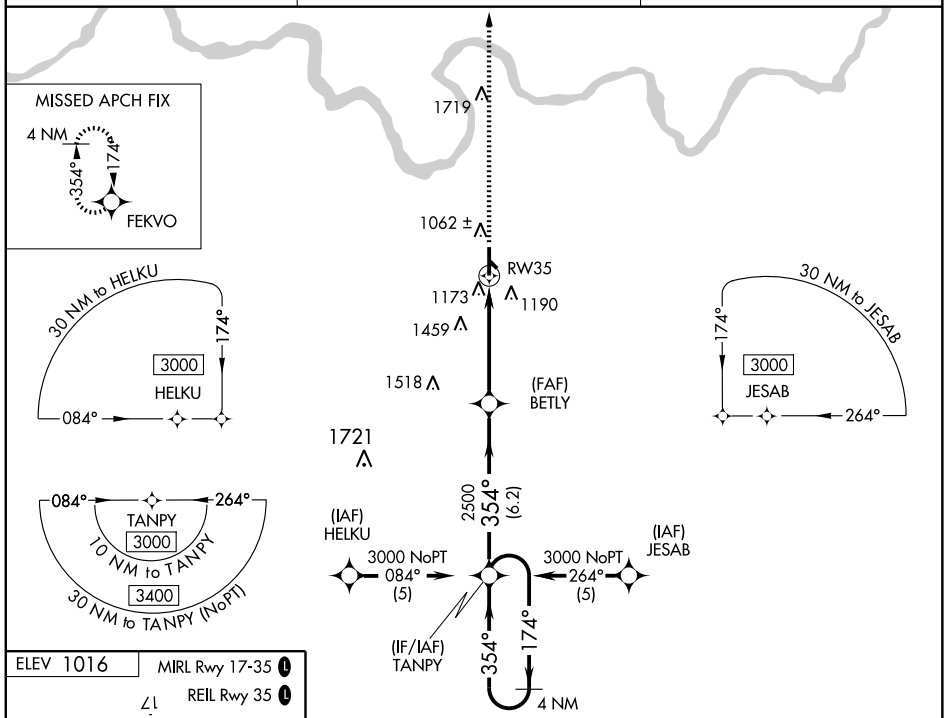
WAAS CH 70412 W35A	APP CRS 354°	Rwy Idg 6103 TDZE 995 Apt Elev 1016

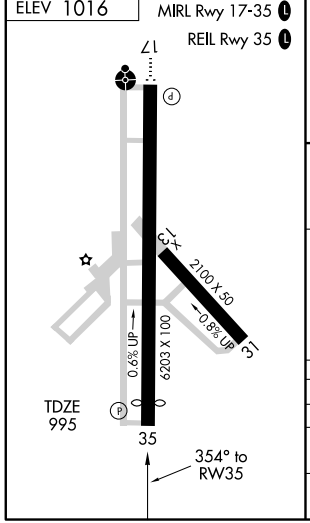
RNAV (GPS) RWY 35
ADA MUNI (ADH)

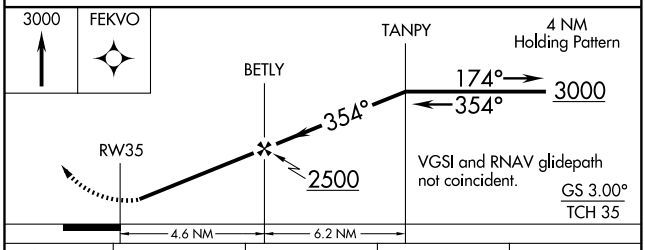
Circling to Rwy 31 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Seminole altimeter setting and increase all DA 66 feet and all MDA 80 feet, increase LPV all Cats, LNAV Cat C and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct FEKVO and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.725	128.1 327.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1263-1 268 (300-1)			NA
LNAV MDA	1600-1 605 (600-1)		1600-1¾ 605 (600-1¾)	NA
CIRCLING	1600-1 584 (600-1)		1600-1¾ 584 (600-1¾)	NA

SC-1, 14 JAN 2010 to 11 FEB 2010

VOR/DME ADH	APP CRS	Rwy Idg	N/A
117.8	351°	TDZE	N/A
Chan 125		Apt Elev	1016

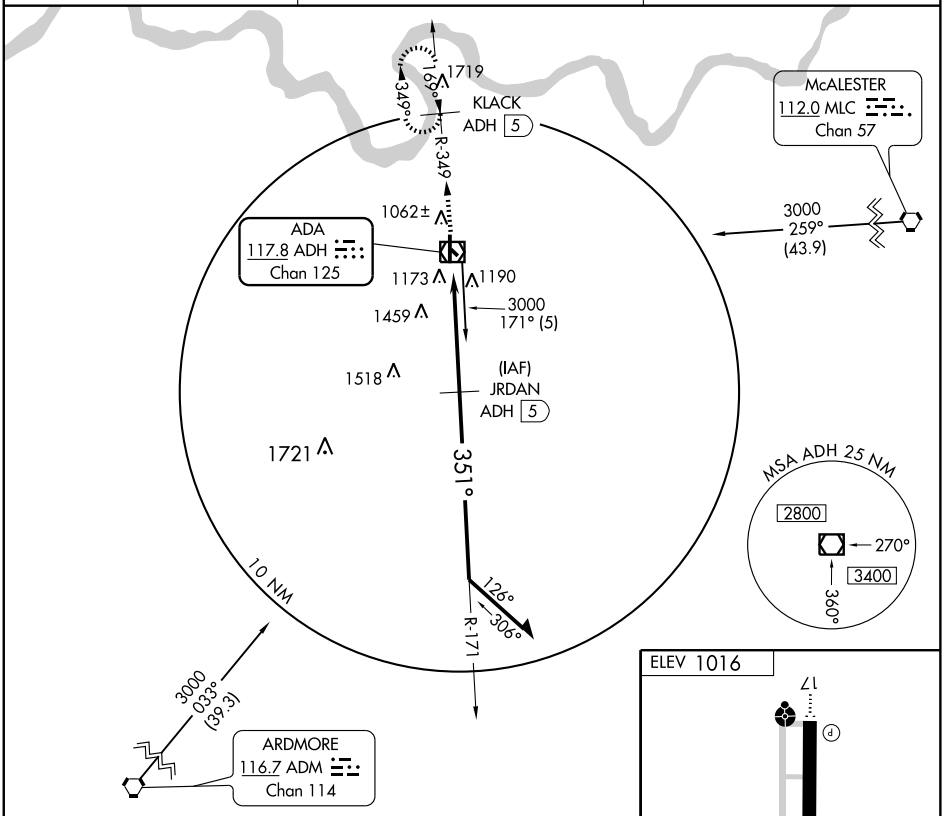
VOR/DME-A
ADA MUNI (ADH)

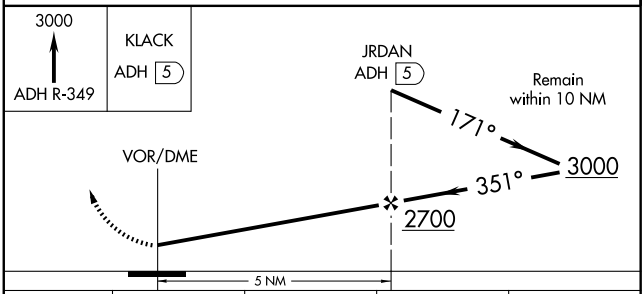
NA

Circling to Rwy 31 not authorized at night.

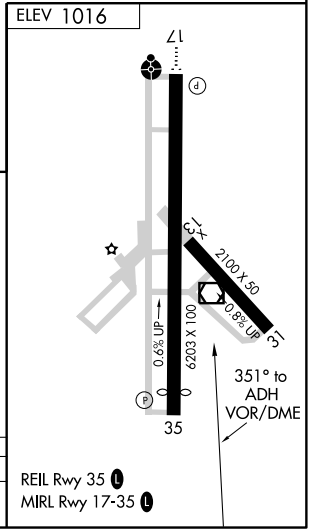
MISSED APPROACH: Climb to 3000 via ADH R-349 to KLACK/5 DME and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.725	128.1 327.15	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	1560-1	544 (600-1)	1560-1½ 544 (600-1½)	NA



SC-1, 14 JAN 2010 to 11 FEB 2010

VOR/DME ADH	APP CRS	Rwy Idg	6103
117.8	169°	TDZE	1016
Chan 125		Apt Elev	1016

VOR/DME RWY 17

ADA MUNI (ADH)

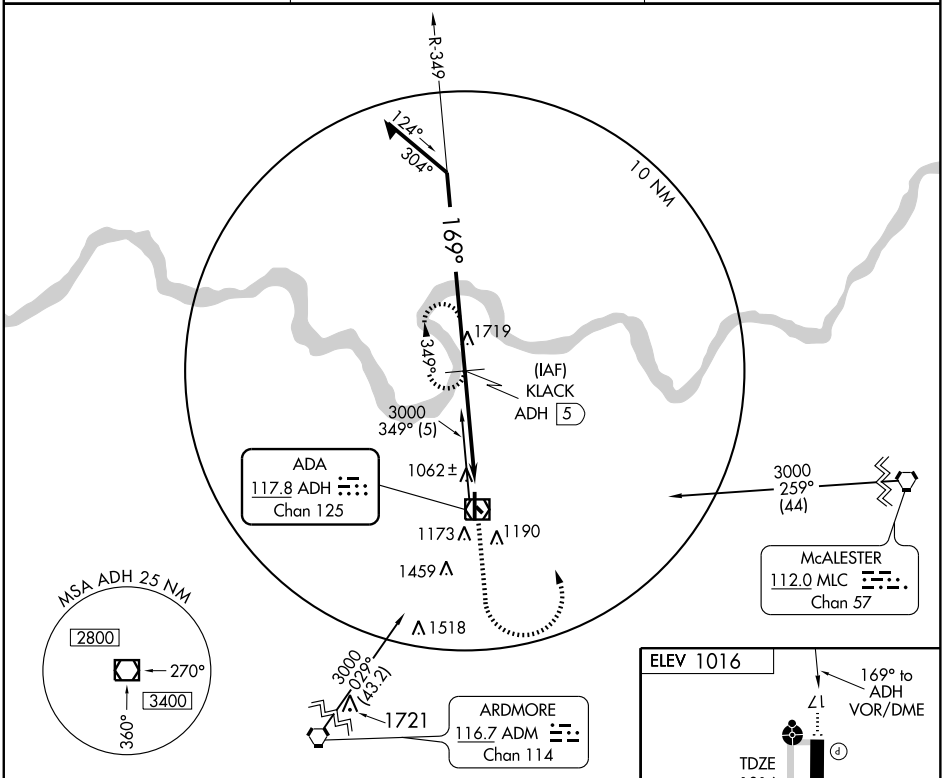
Circling to Rwy 31 not authorized at night.

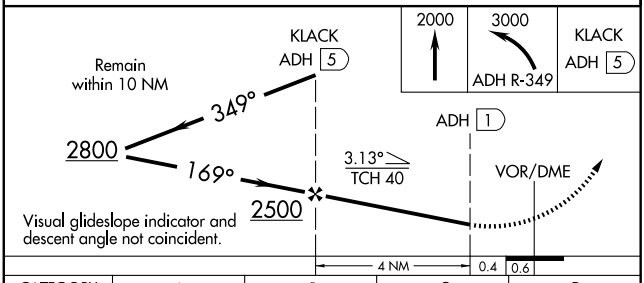
NA

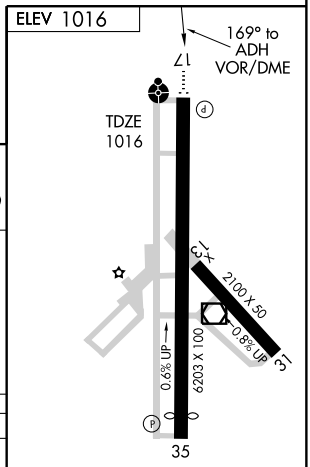
ODALS

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 via ADH R-349 to KLACK 5 DME and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.725	128.1 327.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-17	1400-1 384 (400-1)			NA
CIRCLING	1520-1 504 (600-1)		1520-1½ 504 (600-1½)	NA

REIL Rwy 35 L

MIRL Rwy 17-35 L

SC-1, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5501
CH 86216	172°	TDZE	1433
W17A		Apt Elev	1433

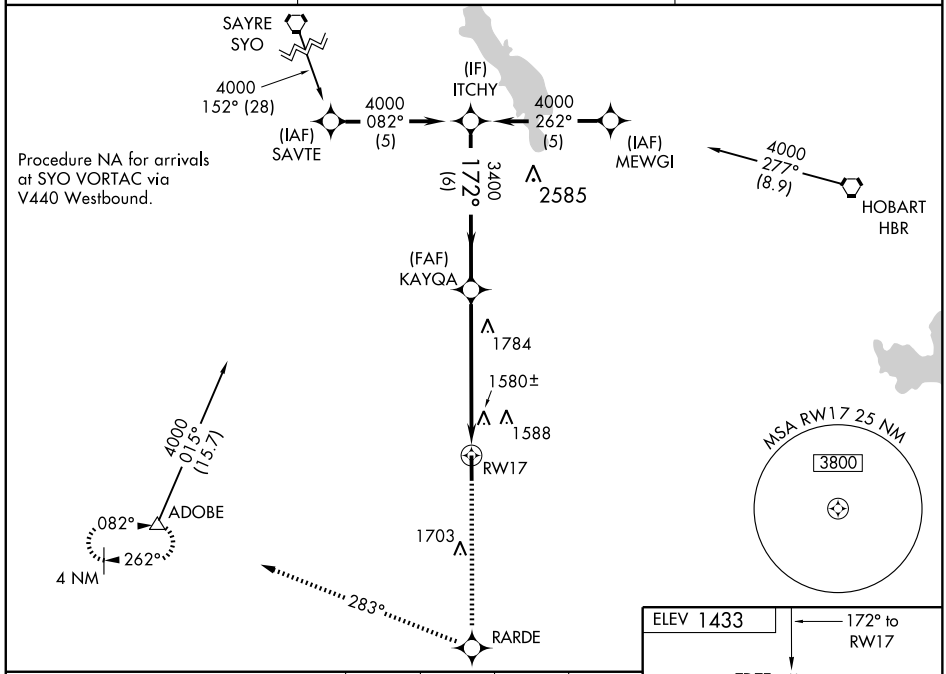
RNAV (GPS) RWY 17

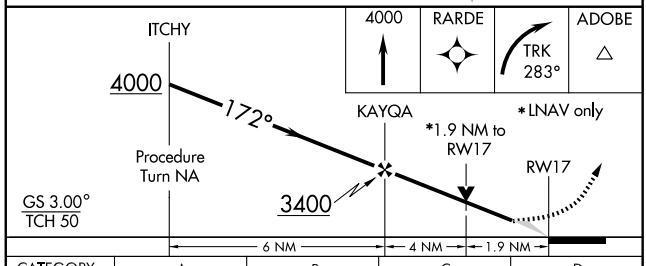
ALTUS/QUARTZ MOUNTAIN RGNL (AXS)

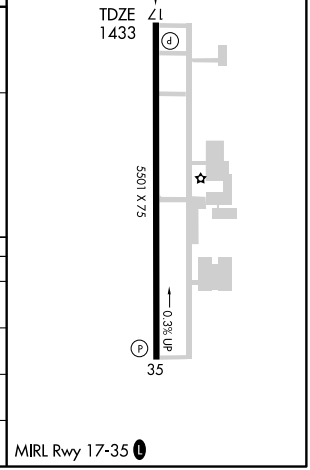
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hobart altimeter setting and increase all DA 71 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cat B and Circling Cat B visibility ¼ mile, increase LNAV Cat C and Circling Cat C visibility ½ mile. Baro-VNAV and VDP NA when using Hobart altimeter setting.

MISSED APPROACH: Climb to 4000 direct RARDE and right turn via track 283° to ADOBE and hold.

AWOS-3	ALTUS APP CON*	UNICOM
118.825	125.1 259.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1713-1 280 (300-1)			NA
LNAV/VNAV DA	1925-1¾ 492 (500-1¾)			NA
LNAV MDA	2100-1 667 (700-1)		2100-1¾ 667 (700-1¾)	NA
CIRCLING	2100-1 667 (700-1)		2100-1¾ 667 (700-1¾)	NA

MIRL Rwy 17-35 L

SC-1, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5501
CH 93914	352°	TDZE	1423
W35A		Apt Elev	1433

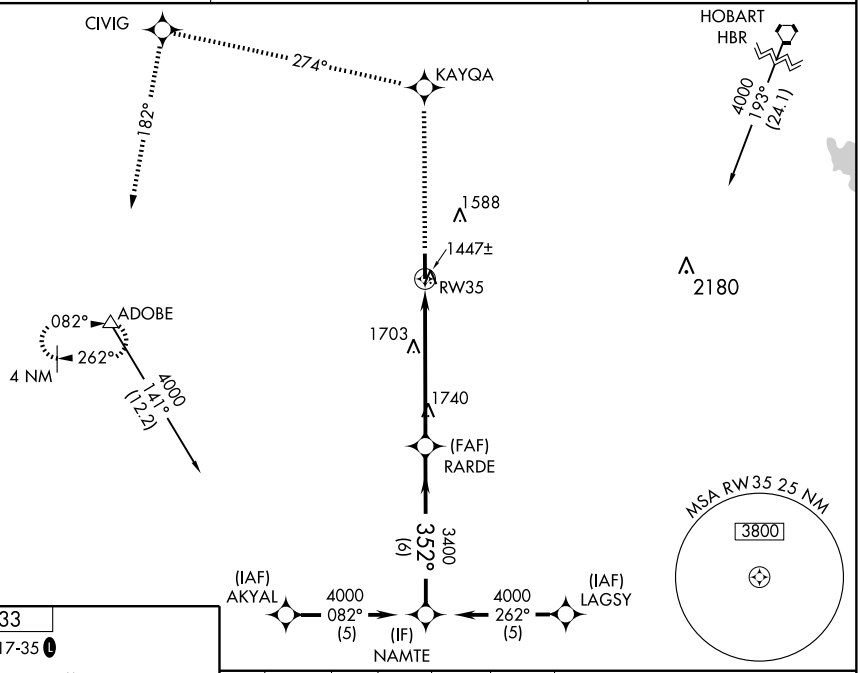
RNAV (GPS) RWY 35

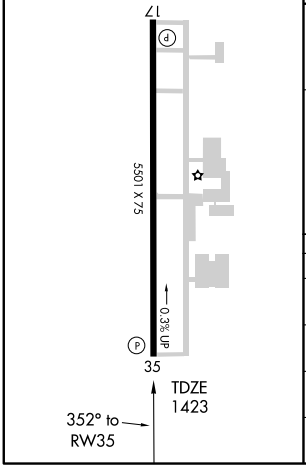
ALTUS/QUARTZ MOUNTAIN RGNL (AXS)

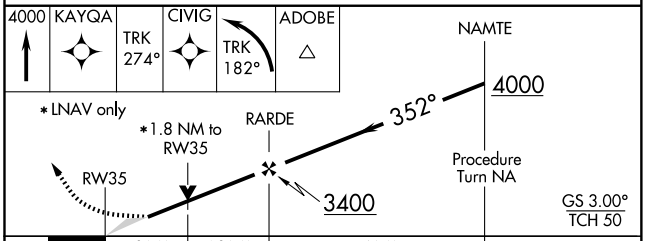
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hobart altimeter setting and increase all DA 71 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cat C and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Hobart altimeter setting.

MISSED APPROACH: Climb to 4000 direct KAYQA and via track 274° to CIVIG and left turn via track 182° to ADOBE and hold.

AWOS-3	ALTUS APP CON*	UNICOM
118.825	125.1 259.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1673-1	250 (300-1)		NA
LNAV/VNAV DA	1717-1	294 (300-1)		NA
LNAV MDA	2040-1	617 (700-1)	2040-1¾ 617 (700-1¾)	NA
CIRCLING	2040-1	607 (700-1)	2040-1¾ 607 (700-1¾)	NA

SC-1, 14 JAN 2010 to 11 FEB 2010

VORTAC HBR 111.8 Chan 55	APP CRS 224°	Rwy Idg N/A TDZE N/A Apt Elev 1433

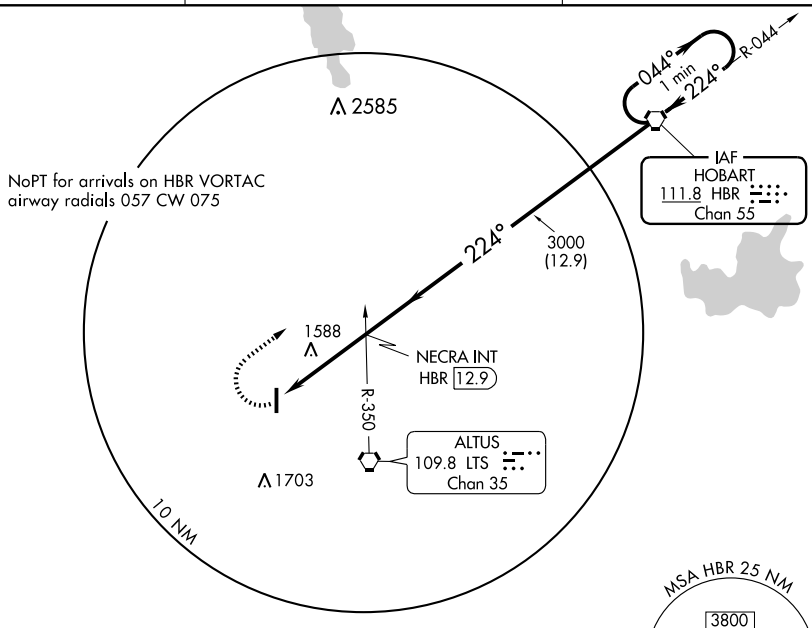
VOR-A

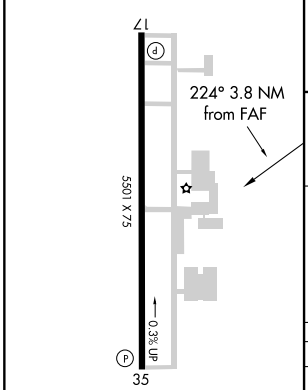
ALTUS/QUARTZ MOUNTAIN RGNL (AXS)

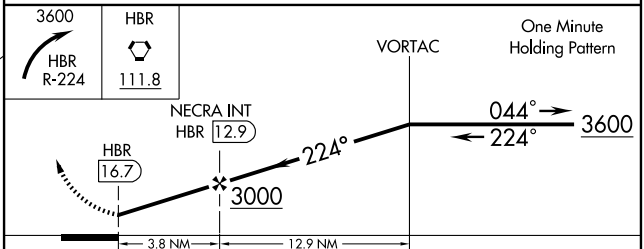
When local altimeter setting not received use Hobart altimeter setting.

MISSED APPROACH: Climbing right turn to 3600 via HBR R-224 to HBR VORTAC and hold.

AWOS-3	ALTUS APP CON★	UNICOM
118.825	125.1 259.3	122.8 (CTAF) L







FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

CATEGORY	A	B	C	D
CIRCLING	1940-1	507 (600-1)	1940-1½ 507 (600-1½)	NA
HOBART MUNI ALTIMETER SETTING MINIMUMS				
CIRCLING	2020-1	587 (600-1)	2020-1½ 587 (600-1½)	NA

SC-1, 14 JAN 2010 to 11 FEB 2010

VORTAC LTS	APP CRS	Rwy Idg	N/A
109.8	119°	TDZE	N/A
Chan 35		Apt Elev	1433

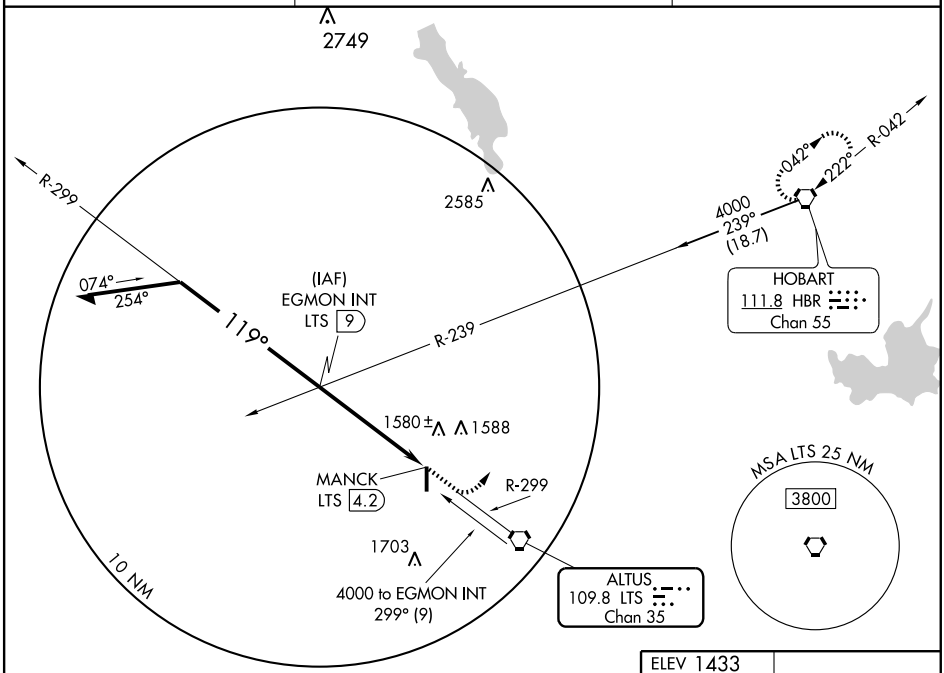
VOR-B

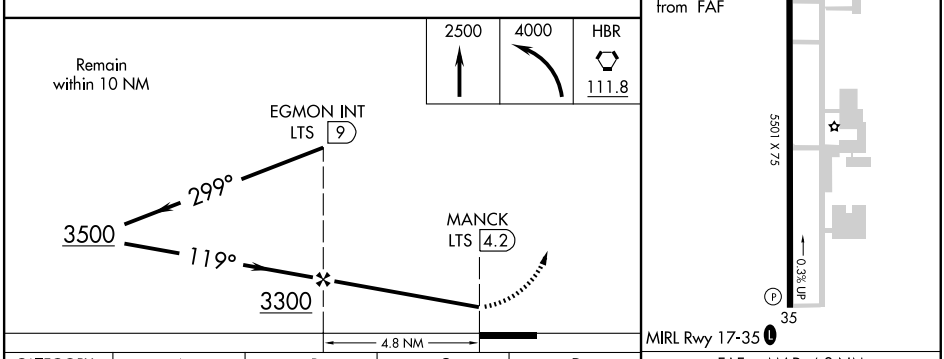
ALTUS/QUARTZ MOUNTAIN RGNL (AXS)

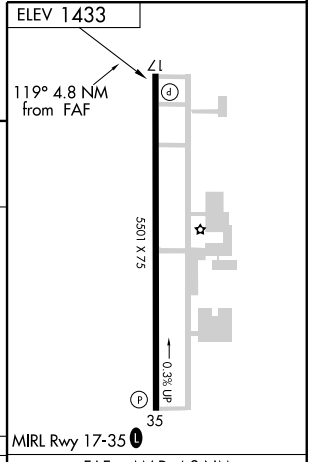
When local altimeter setting not received, use Hobart altimeter setting and increase MDA 80 feet.

MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 direct HBR VORTAC and hold.

AWOS-3	ALTUS APP CON★	UNICOM
118.825	125.1 259.3	122.8 (CTAF) L





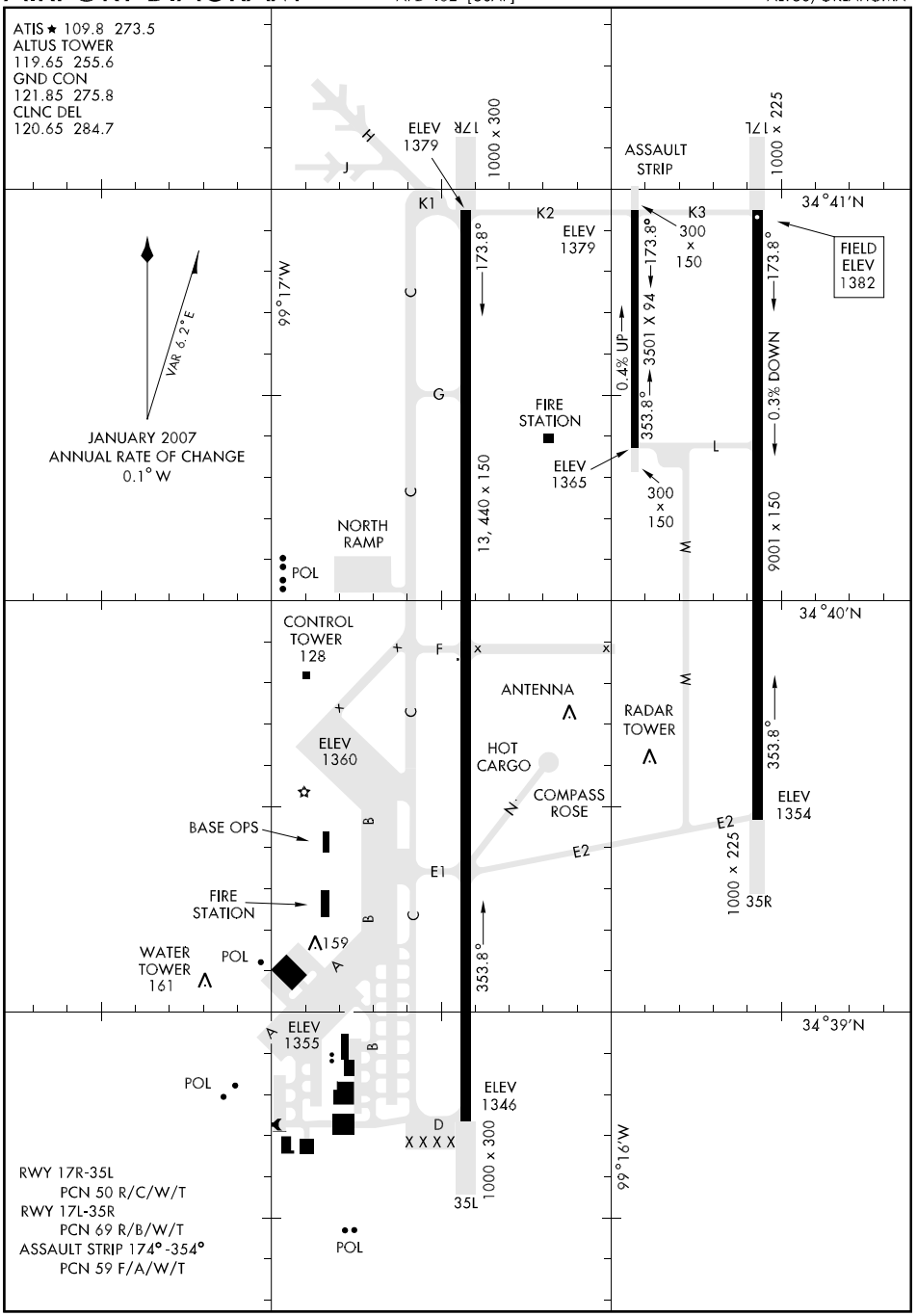


CATEGORY	A	B	C	D
CIRCLING	1940-1	507 (600-1)	1940-1½ 507 (600-1½)	NA

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SC-1, 14 JAN 2010 to 11 FEB 2010


ATIS ★ 109.8 273.5
ALTUS TOWER
119.65 255.6
GND CON
121.85 275.8
CLNC DEL
120.65 284.7
ELEV 1379
17R
1000 x 300
ASSAULT STRIP
17L
1000 x 225
34°41'N
K1
K2
K3
ELEV 1379
300 x 150
173.8°
FIELD ELEV 1382
99°17'W
VAR 6.2°E
JANUARY 2007
ANNUAL RATE OF CHANGE
0.1° W
FIRE STATION
0.4% UP
3501 X 94
353.8°
0.3% DOWN
ELEV 1365
300 x 150
NORTH RAMP
POL
13,440 x 150
9001 x 150
34°40'N
CONTROL TOWER 128
ANTENNA
RADAR TOWER
ELEV 1360
HOT CARGO
COMPASS ROSE
ELEV 1354
BASE OPS
E1
E2
1000 x 225
35R
FIRE STATION
WATER TOWER 161
POL
159
353.8°
34°39'N
ELEV 1355
POL
ELEV 1346
D
XXXX
1000 x 300
35L
99°16'W
RWY 17R-35L
PCN 50 R/C/W/T
RWY 17L-35R
PCN 69 R/B/W/T
ASSAULT STRIP 174°-354°
PCN 59 F/A/W/T
POL

HI-VOR/DME RWY 35L

VORTAC LTS	APCH CRS	Rwy ldg 13,440
109.8	357°	TDZE 1353
Chan 35		Arpt Elev 1382

JAL-482 [USAF]

ALTUS AFB (KLTS)

▼ * When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ mile, CAT E vis to 1½ miles.
** Circling not authorized W of Rwy 17R-35L.

ALSF-1 (A1)

MISSED APPROACH: Climb to 4000, fly heading 353° to HUSLA Then via LTS VORTAC R-348 to BLAIR and hold.

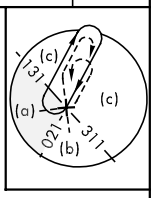
ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	

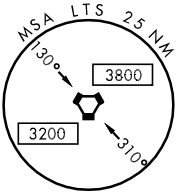
RADAR REQUIRED

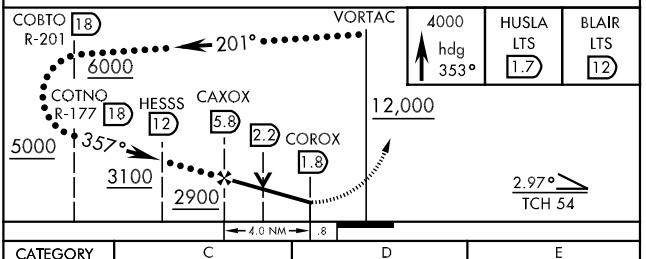
2043 R-348 2749 Max holding 230 KIAS LTS 17 2138 348° 168° BLAIR LTS 12 2585 R-021 1792 1674 HUSLA LTS 1.7 201° 021° Max holding 265 KIAS 1828 2043 2045 IAF ALTUS 109.8 LTS Chan 35 CAXOX LTS 5.8 201° 357° 1953 COBTO LTS 18 1664 HESSS LTS 12 COTNO LTS 18 20 NM R-201 R-177 1980

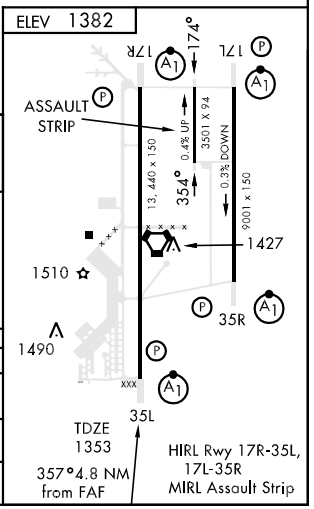
REMAIN WITHIN 23 DME of LTS VORTAC

EMERG SAFE ALT 100 NM 4900







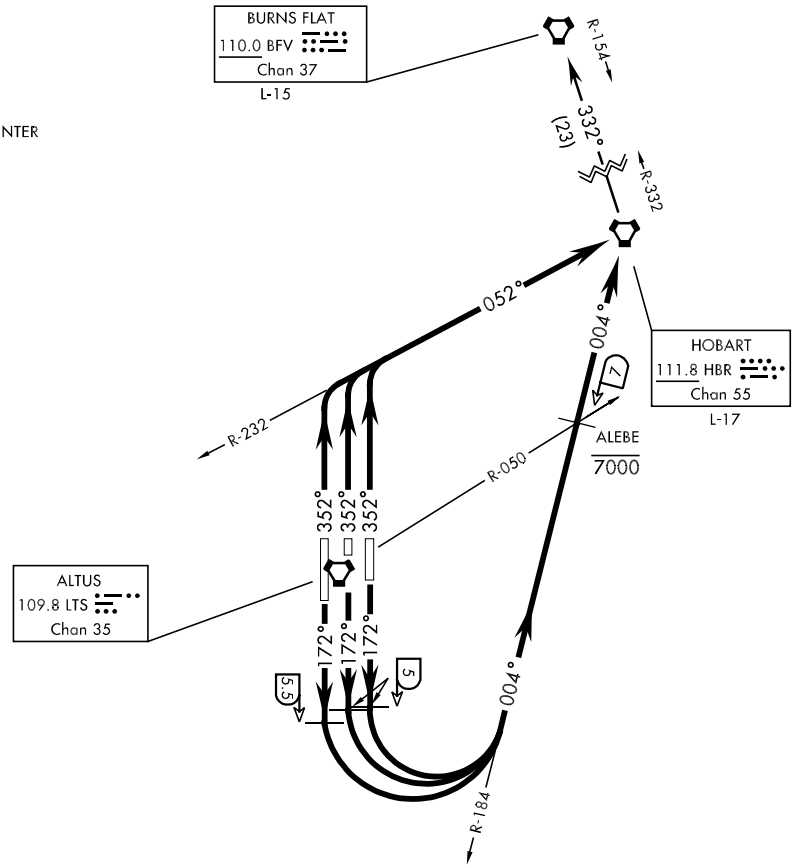


CATEGORY	C	D	E
S-35L *	1760/40 407 (400-¾)		1760/50 407 (400-1)
CIRCLING **	1840-1½ 458 (500-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)
S-ASR 35L *	1760/40 407 (400-¾)		1760/50 407 (400-1)

HOBART THREE DEPARTURE (HBR3•HBR) SHL-482 [USAF]

ALTUS, OKLAHOMA

ATIS ★ 109.8 273.5
CLNC DEL
120.65 284.7
GND CON
121.85 275.8
ALTUS TOWER
119.65 255.6
ALTUS DEP CON
125.1 290.9
FORT WORTH CENTER
133.5 350.35
ALTUS APP CON
125.1 257.725



SC-1, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L/174°Assault Strip: Climb on a track of 172°. At LTS VORTAC 5 DME turn left to intercept HBR VORTAC R-184 to HBR. Cross ALEBE at or below 7000. Then via Burns Flat transition or assigned route.

TAKE-OFF RWY 17R: Climb on a track of 172°. At LTS VORTAC 5.5 DME turn left to intercept HBR VORTAC R-184 to HBR. Cross ALEBE at or below 7000. Then via Burns Flat transition or assigned route.

TAKE-OFF RWY 35L/35R/354°Assault Strip: Climb on a track of 352°to intercept HBR VORTAC R-232 to HBR. Then via Burns Flat transition or assigned route.

BURNS FLAT TRANSITION (HBR3•BFV): HBR VORTAC R-332/BFV VORTAC R-154 to BFV.

ILS or LOC/DME RWY 17L

LOC I-RUK 110.55	APCH CRS 172°	Rwy ldg 9001 TDZE 1382 Arpt Elev 1382	AL-482 [USAF]	ALTUS AFB (KLTS)

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
*** Circling not authorized W of Rwy 17R-35L.

ALSF-1

MISSED APPROACH: Climb to 4000 via heading 176° to OGBIE. Then via LTS VORTAC R-169 to CIPNO and hold.

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	

DME OR RADAR REQUIRED

LTS 17 R-355 2049 2585 355° 175° (IAF) JEPKI LTS 12 Max holding 230 KIAS WOTSI LTS 9 /RADAR 172° 352° 1792 HODGA LTS 5.8 /RADAR 1665 1580 1504 ZEXIX LTS 3 /RADAR ALTUS 109.8 LTS Chan 35 2110 LOCALIZER 110.55 I-RUK 1775 1720 OGBIE LTS 5 R-169 10 NM EMERG SAFE ALT 100 NM 4900 1664 CIPNO LTS 11 343° 169° Max holding 230 KIAS Max holding alt 7000 LTS 16

MSA LTS 25 NM 130° 3800 3200 310°

ELEV 1382 172° 4.8 NM from FAF 17R 174° 17L ASSAULT STRIP 0.4% UP 3501 X 94 0.3% DOWN TDZE 1382 13, 440 x 150 354° 9001 x 150 1427 1510 1490 35R HIRL Rwy 17R-35L, 17L-35R MIRL Assault Strip 35L

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

4000 hdg 176° | OGBIE LTS R-169 5 | CIPNO LTS R-169 11 | HODGA 5.8 /RADAR | WOTSI 9 /RADAR | JEPKI 12 R-355 4100 | VORTAC | ZEXIX 3 /RADAR 2900 | 172° 3500 | 2900 | 1980 | GS 3.00° TCH 47 | 0.5 | 1.3 NM | 2.8 NM

CATEGORY	A	B	C	D	E
S-ILS 17L *	1582/24		200	(200-½)	
S-LOC 17L**	1740/24	358 (400-½)	1740/40	358	(400-¾)
CIRCLING ***	1780-1 398 (400-1)	1840-1 458 (500-1)	1840-1½ 458 (500-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)
S-ASR 17L **	1740/24	358 (400-½)	1740/40	358	(400-¾)

ILS or LOC/DME RWY 17R

LOC I-ALT	APCH CRS	Rwy ldg 13,440 / TDZE 1379 / Arpt Elev 1382
111.3	172°	

AL-482 [USAF]

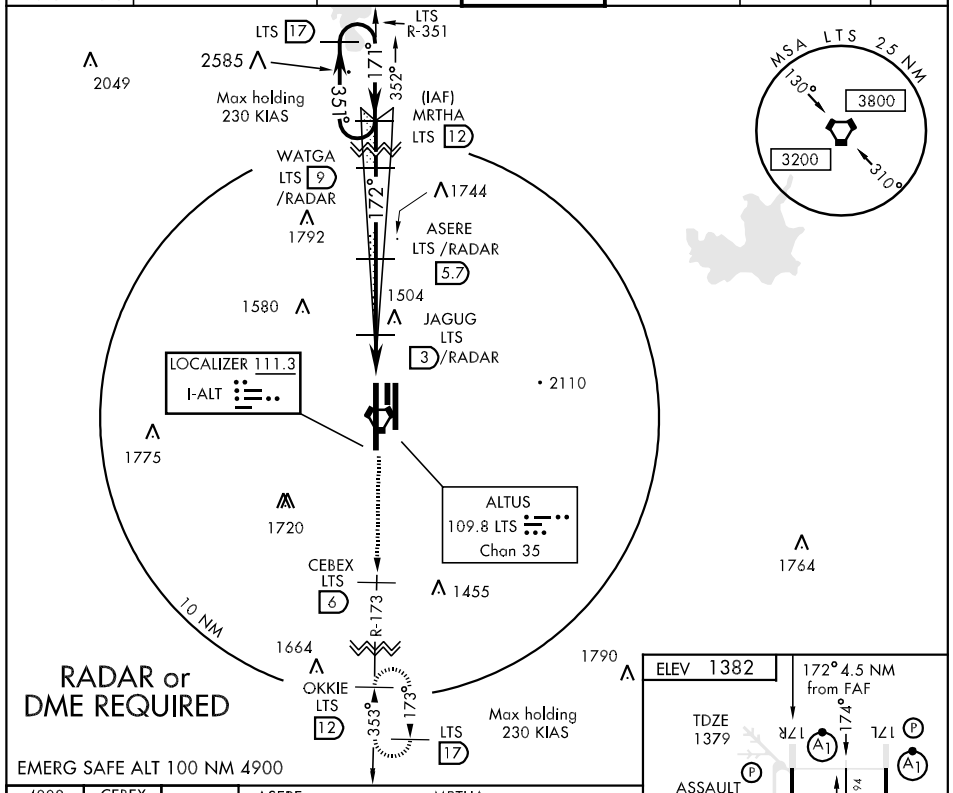
ALTUS AFB (KLTS)

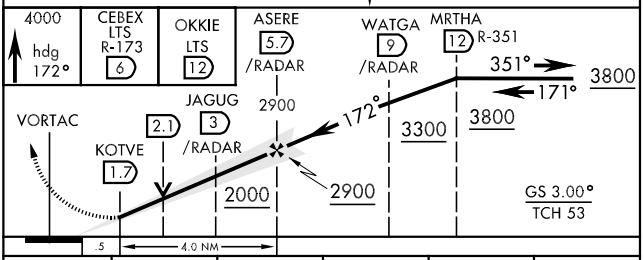
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
***Circling not authorized W of Rwy 17R-35L.

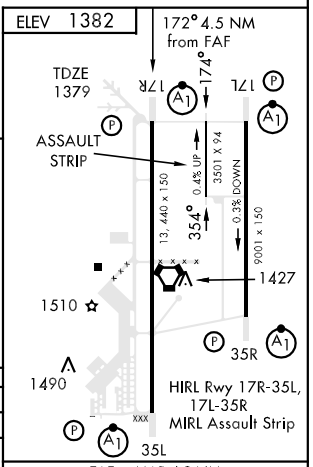
ALSF-1

MISSED APPROACH: Climb to 4000 on heading 172° to CEBEX. Then via LTS VORTAC R-173 to OKKIE and hold.

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	







CATEGORY	A	B	C	D	E
S-ILS 17R *	1579/24		200	(200-½)	
S-LOC 17R**	1740/24	361 (400-½)	1740/40	361	(400-¾)
CIRCLING***	1780-1 398 (400-1)	1840-1 458 (500-1)	1840-1½ 458 (500-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)
S-ASR 17R**	1740/24	361 (400-½)	1740/40	361	(400-¾)

FAF to MAP 4.0 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

ILS or LOC/DME RWY 35L

LOC I-LTS	APCH CRS	Rwy ldg / TDZE / Arpt Elev
110.3	352°	13,440 / 1353 / 1382

AL-482 [USAF]

ALTUS AFB (KLTS)

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ mile.

ALSF-1

MISSED APPROACH: Climb to 4000 on heading 352° to ASERE. Then via LTS VORTAC R-351 to MRTHA and hold.

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	

2049
2585
LTS 17
351°
171°
MRTHA LTS 12
Max holding 230 KIAS

***Circling not authorized W of Rwy 17R-35L.

† When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

R-351
1724
1792
ASERE LTS 5.7
1580
1504
LOCALIZER 110.3
I-LTS
2110
1458
1775
1720
ALTUS
109.8 LTS
Chan 35
CEBEX LTS 6 /RADAR
10 NM
352°
172°
1664
1523
(IAF)
OKKIE LTS 12
173°
353°
Max holding 230 KIAS
LTS 17 Max holding alt 7000
1953
R-173
EMERG SAFE ALT 100 NM 4900

MSA LTS 25 NM
130°
3800
3200
310°

RADAR or DME REQUIRED

1764

OKKIE R-173 12
CEBEX 6 /RADAR
4000 hdg 352°
ASERE LTS 5.7
MRTHA LTS R-351 12
3100
173°
353°
3100
352°
3000
2.0
VORTAC
KEGVE
1.5
3000
GS 3.00°
TCH 55
4.5 NM
.5

ELEV 1382
17R
17L
174°
354°
ASSAULT STRIP
0.4% UP
3501 X 94
0.3% DOWN
13,440 x 150
9001 x 150
1427
1510
1490
35R
HIRL Rwy 17R-35L, 17L-35R
MIRL Assault Strip
35L
TDZE 1353
352° 5.0 NM from FAF

CATEGORY	A	B	C	D	E
S-ILS 35L *	1553/24		200	(200-½)	
S-LOC 35L **	1700/24	347 (400-½)	1700/40	347	(400-¾)
CIRCLING ***	1780-1 398 (400-1)	1840-1 458 (500-1)	1840-1½ 458 (500-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)
S-ASR 35L †	1760/24 407 (400-½)		1760/40 407 (400-¾)		1760/50 407 (400-1)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

ILS or LOC/DME RWY 35R

LOC I-FNM	APCH CRS	Rwy ldg	9001
110.55	352°	TDZE	1362
		Arpt Elev	1382

AL-482 [USAF]

ALTUS AFB (KLTS)

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABCD RVR to 50 and vis to 1 mile, CAT E RVR to 60 and vis to 1¼ miles.

ALSF-1 (A1)

MISSED APPROACH: Climb to 4100 on heading 349° to SOGPE. Then via LTS VORTAC R-355 to JEPKI and hold.

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	

*** Circling not authorized W of Rwy 17R-35L.

† When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

RADAR OR DME REQUIRED

2049 | 2585 | 1792 | 1580 | 2110 | 1775 | 1574 | 1720 | 1487 | 1664

LTS 17 — Max holding 230 KIAS — 355° — 175°

JEPKI LTS 12

R-355 — SOGPE LTS 6

ALTUS 109.8 LTS Chan 35

LOCALIZER 110.55 I-FNM

HAXIV LTS /RADAR 5

352° — 172° — 10 NM

(IAF) CIPNO LTS 11

Max holding 230 KIAS
Max holding alt 7000

349° — 169° — R-169 — LTS 16

MSA LTS 25 NM
130° — 3800 — 3200 — 310°

EMERG SAFE ALT 100 NM 4900

ELEV 1382

17R — 17L — 174°

ASSAULT STRIP

13,440 x 150 — 0.4% UP — 354° — 3501 X 94 — 0.3% UP — 9001 x 150

1427 — TDZE 1362 — 1510 — 1490

35R — 35L

352° 4.9 NM from FAF

HIRL Rwy 17R-35L, 17L-35R
MIRL Assault Strip

CIPNO R-169 (11) — HAXIV/RADAR (5) — 4100 hdg 349° — SOGPE LTS R-355 (6) — JEPKI LTS R-355 (11)

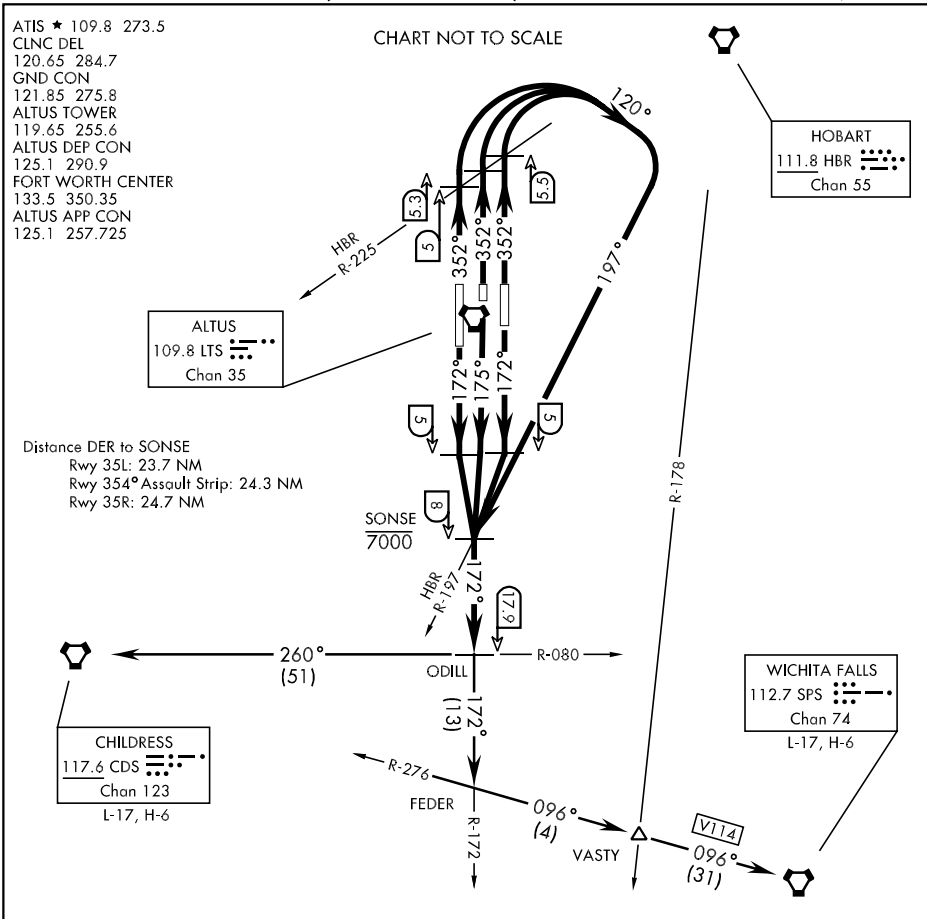
3100 — 352° — 2900 — VORTAC — GS 3.00° — TCH 53 — 2900

4.1 NM — 0.5

CATEGORY	A	B	C	D	E
S-ILS 35R *		1562/24	200	(200-½)	
S-LOC 35R **	1700/24	338 (400-½)	1700/40	338	(400-¾)
CIRCLING ***	1780-1 398 (400-1)	1840-1 458 (500-1)	1840-1½ 458 (500-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)
S-ASR 35R †	1740/24	378 (400-½)	1740/40	378	(400-¾)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L: Climb on a track of 172 °. At LTS VORTAC 5 DME turn right direct SONSE then via LTS R-172 to ODILL. Cross SONSE at or below 7000. Then via transition or assigned route.

TAKE-OFF RWY 174° Assault Strip: Climb on a track of 175° to intercept LTS VORTAC R-172 to SONSE then via LTS R-172 to ODILL. Cross SONSE at or below 7000. Then via transition or assigned route.

TAKE-OFF RWY 17R: Climb on a track of 172°. At LTS VORTAC 5 DME turn left direct SONSE then via LTS R-172 to ODILL. Cross SONSE at or below 7000. Then via transition or assigned route.

TAKE-OFF RWY 35L: Climb on a track of 352°. At LTS VORTAC 5 DME/HBR VORTAC R-225 turn right to a track of 120° to intercept HBR R-197 to SONSE. Cross SONSE at or below 7000. Then via LTS R-172 to ODILL. Then via transition or assigned route.

TAKE-OFF RWY 354° Assault Strip: Climb on a track of 352°. At LTS VORTAC 5.3 DME/HBR VORTAC R-225 turn right to a track of 120° to intercept HBR R-197 to SONSE. Cross SONSE at or below 7000. Then via LTS R-172 to ODILL. Then via transition or assigned route.

TAKE-OFF RWY 35R: Climb on a track of 352°. At LTS VORTAC 5.5 DME/HBR VORTAC R-225 turn right to a track of 120° to intercept HBR R-197 to SONSE. Cross SONSE at or below 7000. Then via LTS R-172 to ODILL. Then via transition or assigned route.

CHILDRESS TRANSITION (ODILL6 • CDS): CDS VORTAC R-080 to CDS.

WICHITA FALLS TRANSITION (ODILL6 • SPS): LTS R-172 to FEDER. Then via SPS VORTAC R-276 (V114) to SPS.

SC-1, 14 JAN 2010 to 11 FEB 2010

RNAV (GPS)-A

APCH CRS	Rwy ldg	N/A
212°	TDZE	N/A
	Arpt Elev	1382

AL-482 [USAF]

ALTUS AFB (KLTS)

Circling NA W of Rwy 17R-35L.
Circling procedure when RW35R/354°/35L in use.
DME/DME RNP 0.3 NA.

MISSED APPROACH: Climbing left turn to 4000 direct OLIRY and hold.

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	

FOR USE BY
97 AMW ACFT ONLY

RADAR
REQUIRED

2585

(IAF)
JATTU

212°
032°
4NM

Max holding
230 KIAS

2700
212°
(6)

Max holding
alt 6000

(FAF)
BOBNE

Fly visual
to the airport

212°
2.3 NM

METGE

2180

OLIRY
110°
290°
4 NM

1790

Max holding
230 KIAS

MSA METGE 25 NM
3800

EMERG SAFE ALT 100 NM METGE 4800

4000
OLIRY

JATTU
032°
4000
212°

Fly visual to the airport
212° hdg 2.3 NM

BOBNE
212°
2700

METGE

2.3 NM
2.5 NM

ELEV 1382

17R
17L
174°

ASSAULT STRIP
0.4% UP
3501 X 94
0.3% UP
13,440 x 150
354°
9001 x 150

1427
1510 ☆
1490

35R
35L

HIRL Rwy
17R-35L,
17L-35R
MIRL Assault Strip

CATEGORY	A	B	C	D	E
CIRCLING	NA			1940-2¾ 558 (600-2¾)	1980-2¾ 598 (600-2¾)

RNAV (GPS)-B

APCH CRS	Rwy ldg	N/A
290°	TDZE	N/A
	Arpt Elev	1382

AL-482 [USAF]

ALTUS AFB (KLTS)

Circling NA W of Rwy 17R-35L.
Circling procedure when RW17R/17°/17L in use.
DME/DME RNP 0.3 NA.

MISSED APPROACH: Climbing right turn to 4000 direct JATTU and hold.

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	

FOR USE BY
97 AMW ACFT ONLY

RADAR
REQUIRED

2585

Max holding
230 KIAS

JATTU 212° 032° 4NM

CAUTION:
Missed approach point lies .1 NM outside CAT D circling area.

2180

OGDOE (FAF) DOBKE

290° 2.4 NM

1408

Fly visual to the airport

2700
290° (6)

Max holding
230 KIAS
Max holding
alt 6000

110° 4 NM
290°

(IAF)
OLIRY

1790

MSA OGDOE 25 NM
3800

EMERG SAFE ALT 100 NM OGDOE 4800

4000 JATTU

Fly visual to the airport
290° hdg 2.4 NM

OLIRY 110° 3200
290°
DOBKE 290°
OGDOE 2700

2.4 NM 3 NM

ELEV 1382

17R 17L 174°

ASSAULT STRIP

3501 X 94
0.4% UP
0.3% UP

13,440 x 150
354°
9001 x 150

1427
1510
1490

35R
35L

HIRL Rwy 17R-35L, 17L-35R
MIRL Assault Strip

CATEGORY	A	B	C	D	E
CIRCLING	NA			1940-2¾ 558 (600-2¾)	1980-2¾ 598 (600-2¾)

RNAV (GPS) RWY 17L

APCH CRS	Rwy ldg	9001
172°	TDZE	1382
	Arpt Elev	1382

AL-482 [USAF]

ALTUS AFB (KLTS)

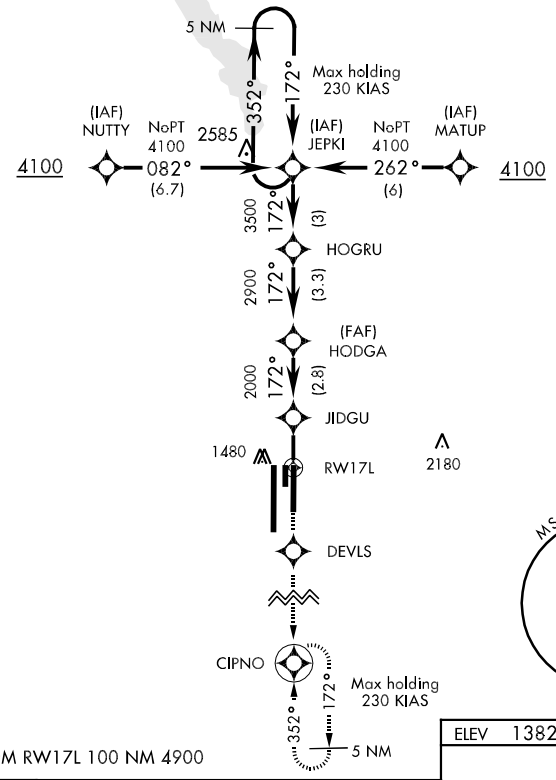
* When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
** Circling not authorized W of Rwy 17R-35L.

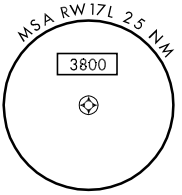
ALSF-1

MISSED APPROACH: Climb to 4000 direct DEVLS then via 172° track to CIPNO and hold.

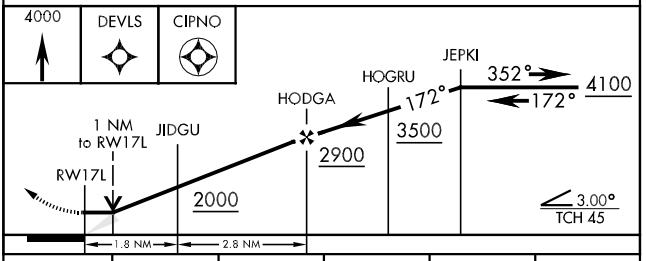
ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	

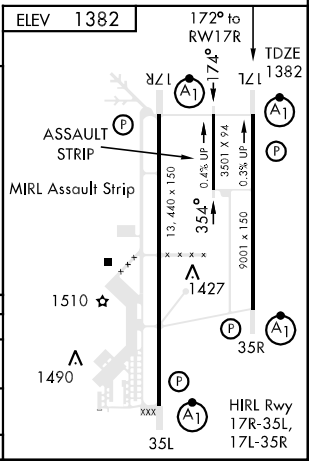
DME/DME RNP 0.3 NA.





EMERG SAFE ALT FROM RW17L 100 NM 4900





CATEGORY	A	B	C	D	E
LNAV MDA *	1740/24 358 (400-½)		1740/40 358 (400-¾)		
CIRCLING **	1780-1 398(400-1)	1840-1 458(500-1)	1840-1½ 458(500-1½)	1940-2 558(600-2)	1980-2 598 (600-2)
S-ASR 17L *	1740/24 358 (400-½)		1740/40 358 (400-¾)		

RNAV (GPS) RWY 17R

APCH CRS	Rwy ldg	TDZE	Arpt Elev
172°	13,440	1379	1382

AL-482 [USAF]

ALTUS AFB (KLTS)

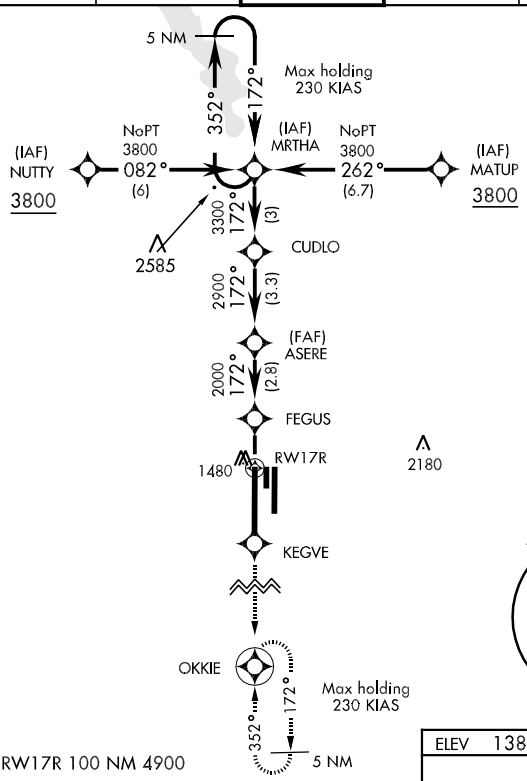
* When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
** Circling not authorized W of Rwy 17R-35L.

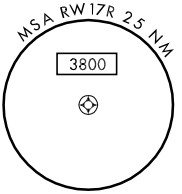
ALSF-1

MISSED APPROACH: Climb to 4000 direct KEGVE then via 172° track to OKKIE and hold.

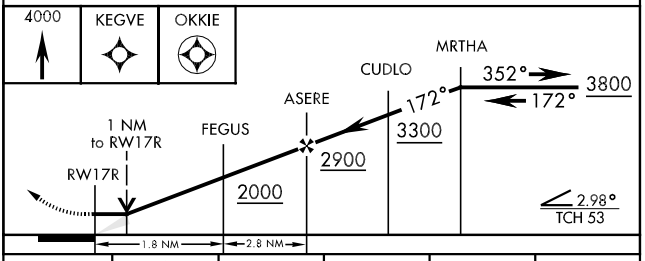
ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	

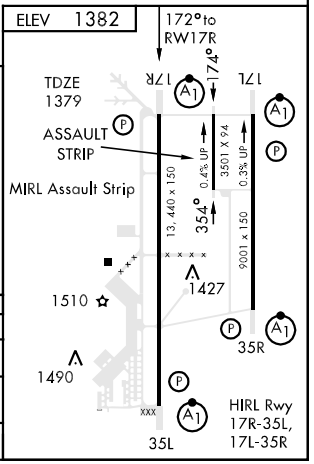
DME/DME RNP 0.3 NA.





EMERG SAFE ALT FROM RW17R 100 NM 4900





CATEGORY	A	B	C	D	E
LNAV MDA *	1740/24 361 (400-½)		1740/40 361 (400-¾)		
CIRCLING **	1780-1 398(400-1)	1840-1 458(500-1)	1840-1½ 458(500-1½)	1940-2 558(600-2)	1980-2 598 (600-2)
S-ASR 17R *	1740/24 361 (400-½)		1740/40 361 (400-¾)		

RNAV (GPS) RWY 35L

APCH CRS	Rwy ldg	TDZE	Arpt Elev
352°	13,440	1353	1382

AL-482 [USAF] — ALTUS AFB (KLTS)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles. CAT DE vis to 1½ mile.
** Circling not authorized W of Rwy 17R-35L.

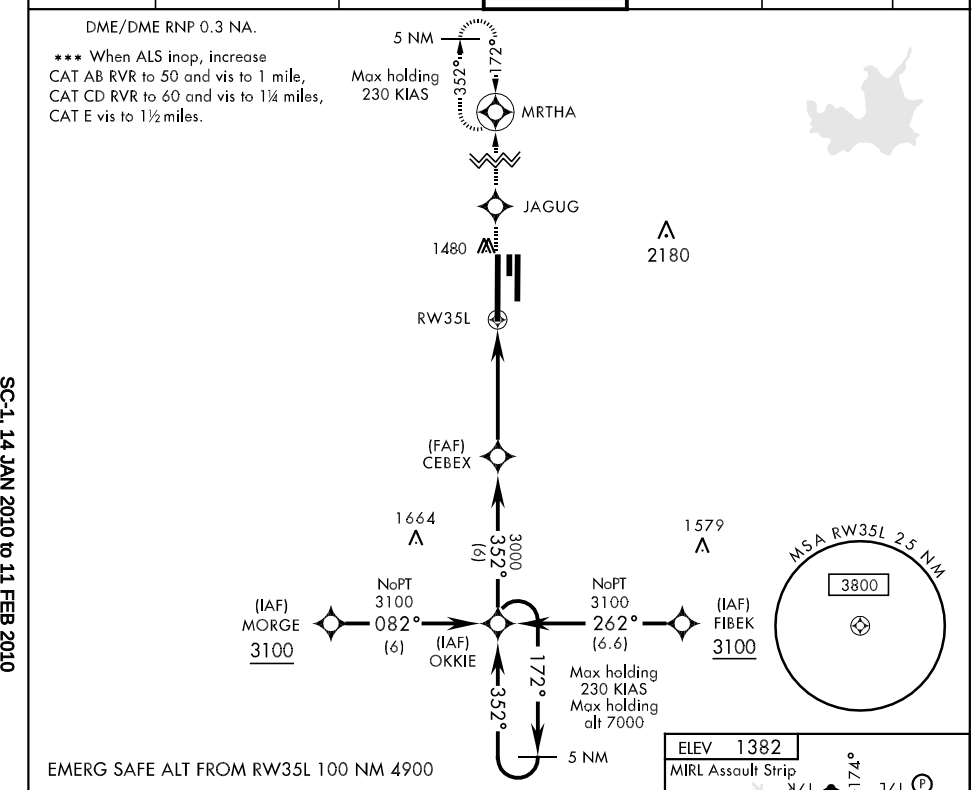
ALSF-1

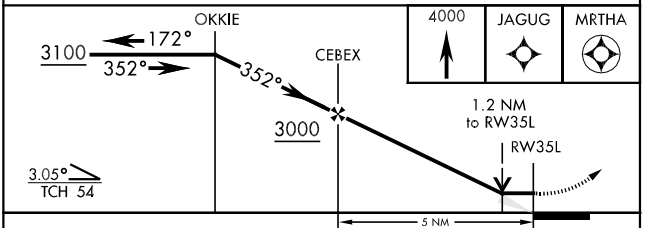
MISSED APPROACH: Climb to 4000 direct JAGUG then via 352° track to MRTHA and hold.

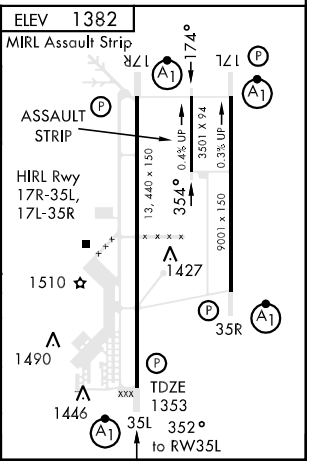
ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	

DME/DME RNP 0.3 NA.

*** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.







CATEGORY	A	B	C	D	E
LNAV MDA *	1780/24 427 (400-½)		1780/40 427 (400-¾)	1780/50 427 (400-1)	
CIRCLING **	1780-1 398(400-1)	1840-1 458(500-1)	1840-1½ 458(500-1½)	1940-2 558(600-2)	1980-2 598 (600-2)
S-ASR 35L***	1760/24 407 (400-½)		1760/40 407 (400-¾)		1760/50 407 (400-1)

RNAV (GPS) RWY 35R

APCH CRS	Rwy ldg	TDZE	Arpt Elev
352°	9001	1362	1382

AL-482 [USAF]

ALTUS AFB (KLTS)

* When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT D RVR to 60 and vis to 1¼ miles. CAT E vis to 1½ mile.
** Circling not authorized W of Rwy 17R-35L.

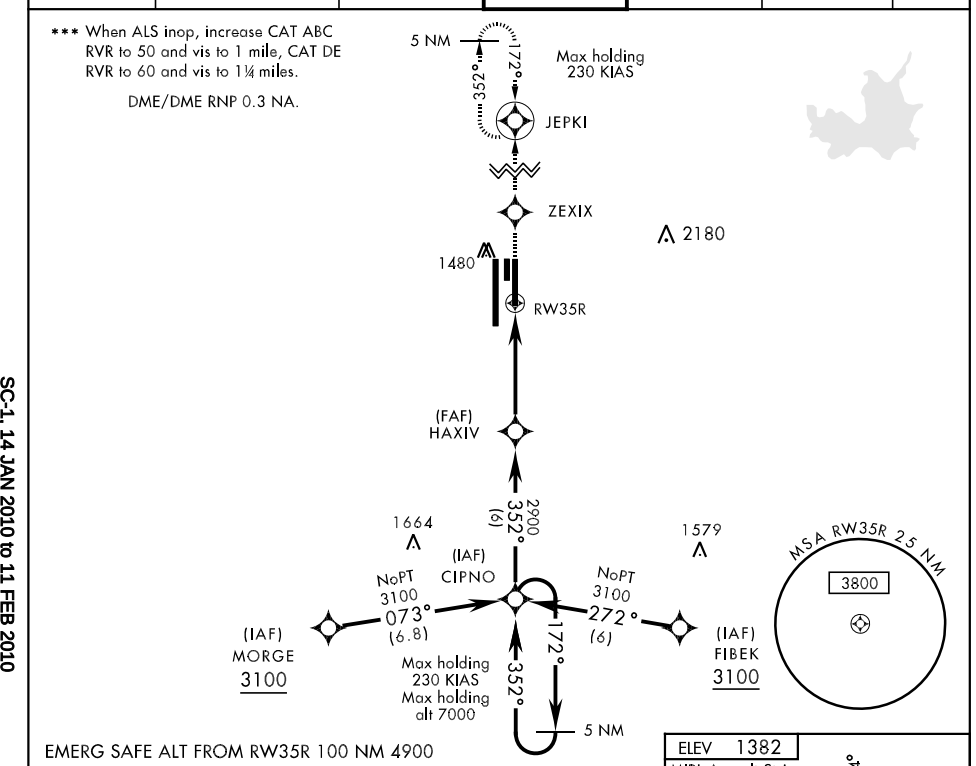
ALSF-1

MISSED APPROACH: Climb to 4000 direct ZEXIX then via 352° track to JEPKI and hold.

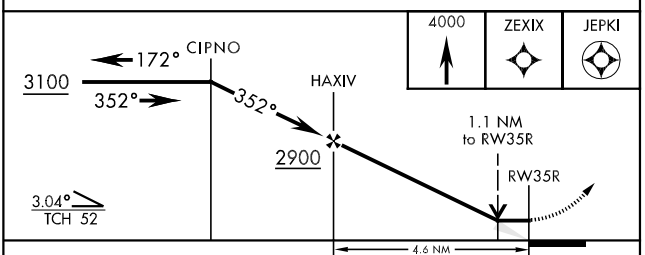
ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	

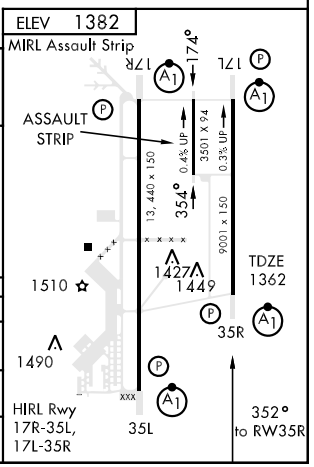
*** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

DME/DME RNP 0.3 NA.



EMERG SAFE ALT FROM RW35R 100 NM 4900





CATEGORY	A	B	C	D	E
LNAV MDA *	1760/24 398 (400-½)		1760/40 398 (400-¾)		1760/50 398 (400-1)
CIRCLING **	1780-1 398(400-1)	1840-1 458(500-1)	1840-1½ 458(500-1½)	1940-2 558(600-2)	1980-2 598 (600-2)
S-ASR 35R***	1740/24 378 (400-½)		1740/40 378 (400-¾)		

TACAN-C or VOR/DME-C

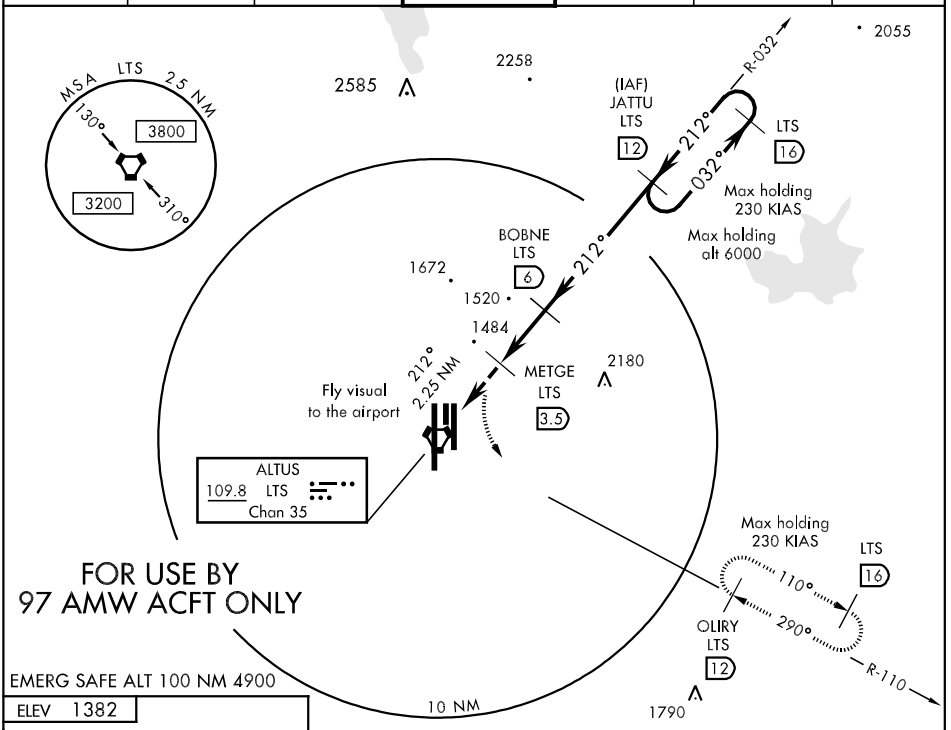
VORTAC LTS	APCH CRS	Rwy ldg	N/A
109.8	212°	TDZE	N/A
Chan 35		Arpt Elev	1382

AL-482 [USAF] — ALTUS AFB (KLTS)

Circling not authorized W of Rwy 17R-35L.
Circling procedure when Rwy 35R/354°/35L in use.

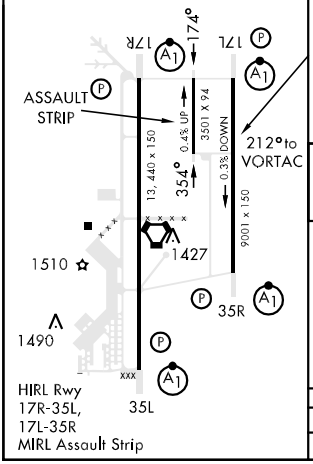
MISSED APPROACH: Climb to 2200 then climbing left turn to 4000 direct OLIRY and hold.

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	

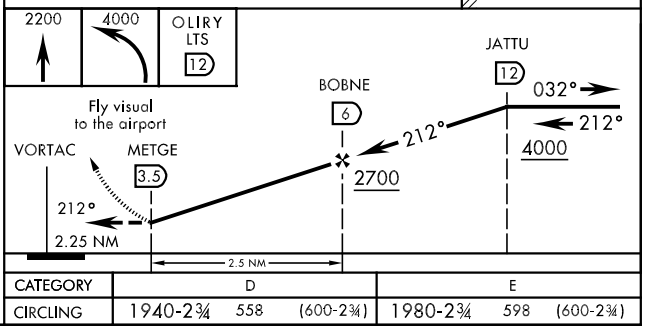


EMERG SAFE ALT 100 NM 4900

ELEV 1382



RADAR REQUIRED



CATEGORY	D			E		
CIRCLING	1940-2¾	558	(600-2¾)	1980-2¾	598	(600-2¾)

TACAN-C or VOR/DME-C

SC-1, 14 JAN 2010 to 11 FEB 2010

TACAN-D or VOR/DME-D

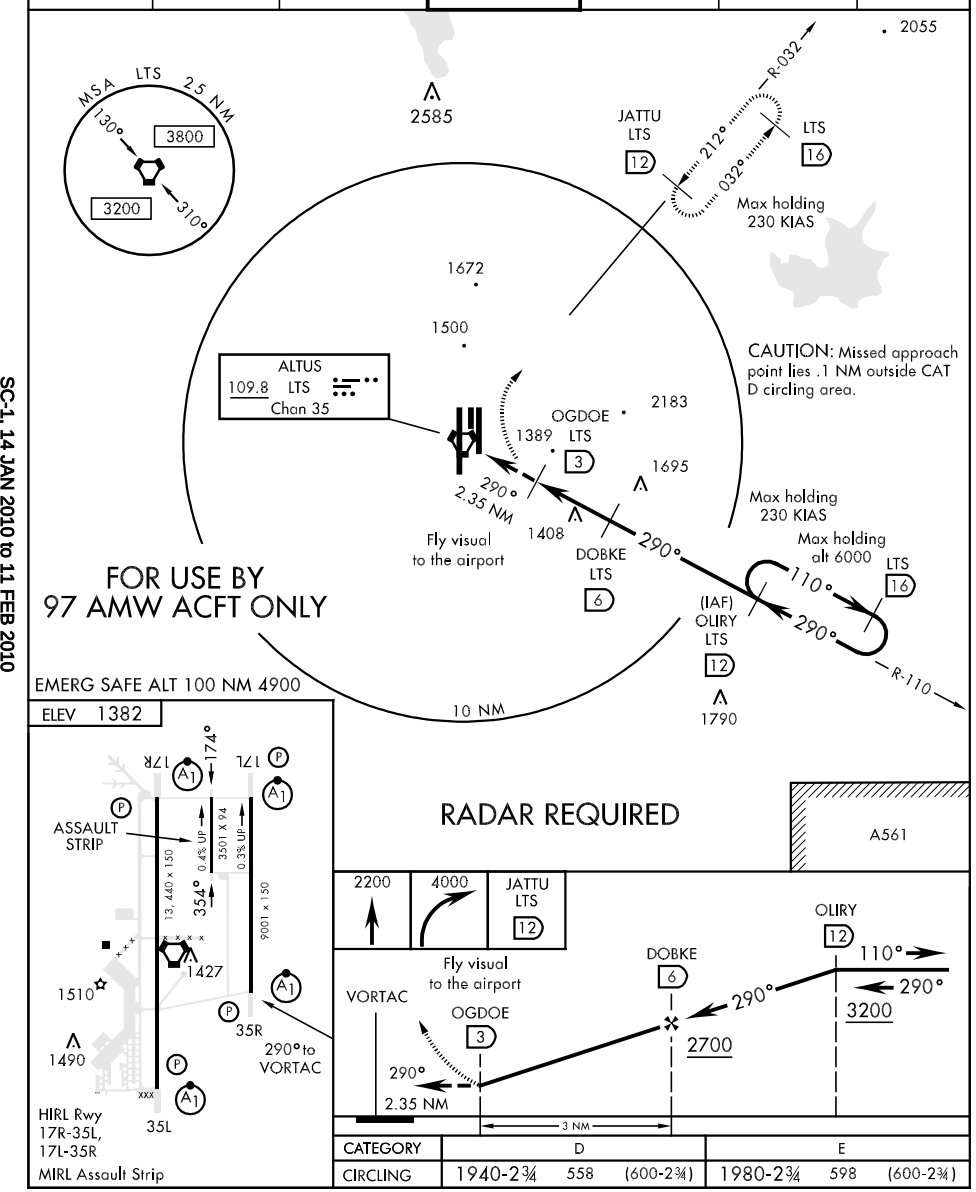
VORTAC LTS	APCH CRS	Rwy ldg / TDZE / Arpt Elev
109.8 Chan 35	290°	N/A / N/A / 1382

AL-482 [USAF] — ALTUS AFB (KLTS)

Circling not authorized W of Rwy 17R-35L.
Circling procedure when Rwy 17R/174°/17L in use.

MISSED APPROACH: Climb to 2200 then climbing right turn to 4000 direct JATTU and hold.

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	



CATEGORY	D			E		
CIRCLING	1940-2¾	558	(600-2¾)	1980-2¾	598	(600-2¾)

TACAN or VOR/DME RWY 17L

VORTAC LTS 109.8 Chan 35	APCH CRS 191°	Rwy ldg 9001 TDZE 1382 Arpt Elev 1382

AL-482 [USAF]

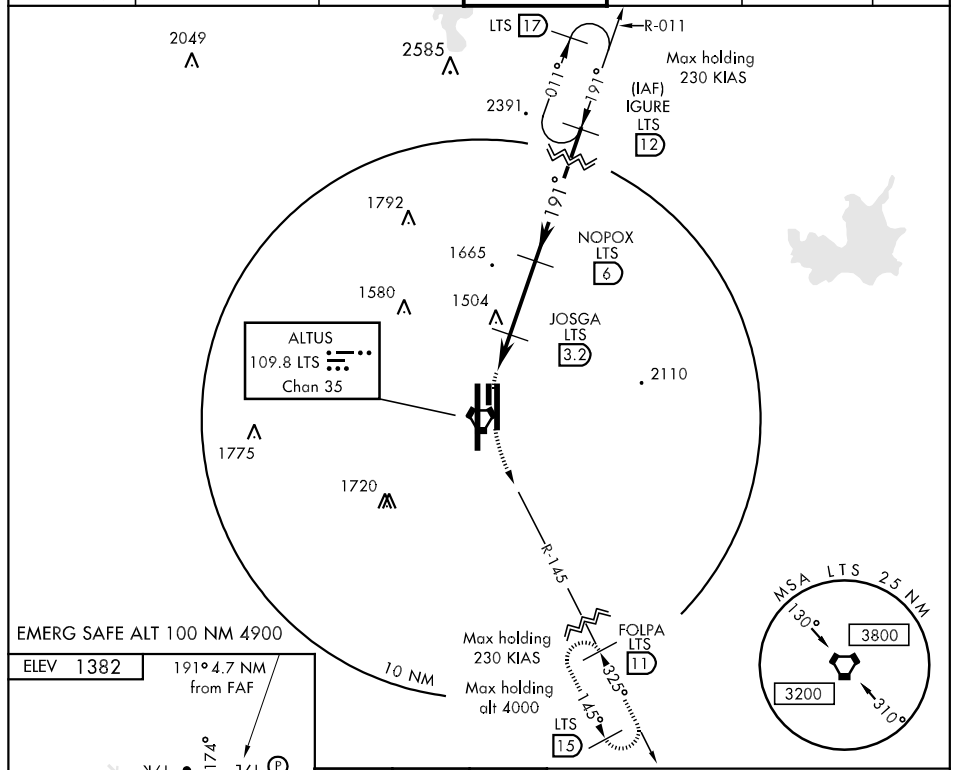
ALTUS AFB (KLTS)

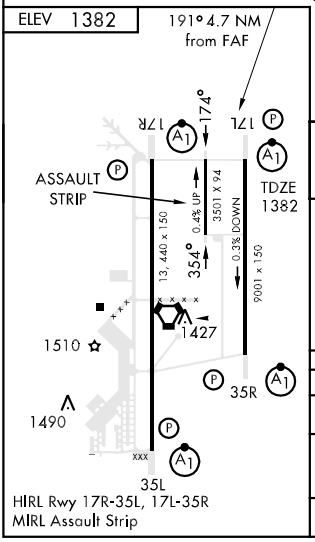
* When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
** Circling not authorized W of Rwy 17R-35L.

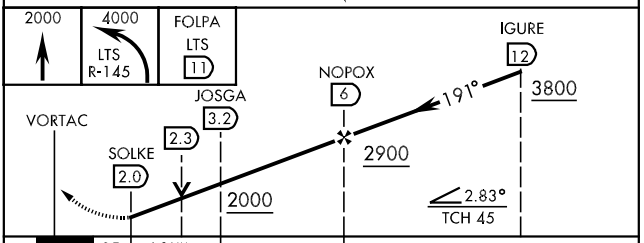
ALSF-1

MISSED APPROACH: Climb to 2000 then climbing left turn to 4000 via LTS VORTAC R-145 to FOLPA and hold.

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	







CATEGORY	A	B	C	D	E
S-17L *	1760/24 378 (400-½)		1760/40 378 (400-¾)		
CIRCLING **	1780-1 398 (400-1)	1840-1 458 (500-1)	1840-1½ 458 (500-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)
S-ASR 17L *	1740/24 358 (400-½)		1740/40 358 (400-¾)		

TACAN or VOR/DME RWY 17R

VORTAC LTS	APCH CRS	Rwy ldg 13,440
109.8	168°	TDZE 1379
Chan 35		Arpt Elev 1382

AL-482 [USAF]

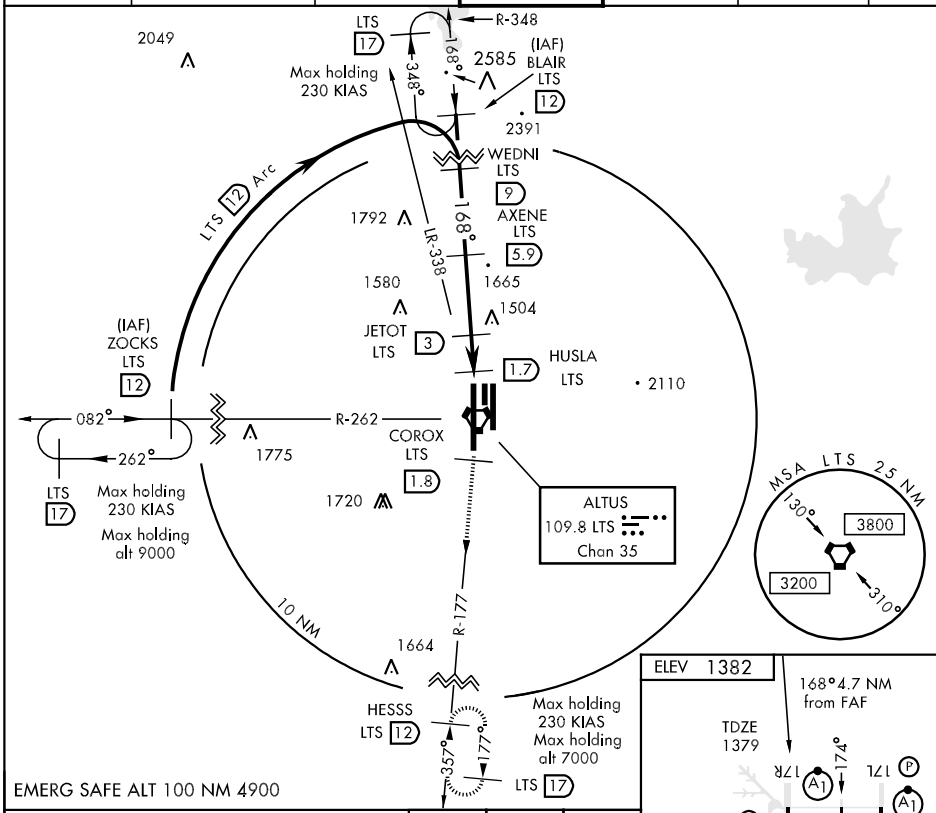
ALTUS AFB (KLTS)

▼ * When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
** Circling not authorized W of Rwy 17R-35L.

ALSF-1

MISSED APPROACH: Climb to 4000, fly heading 173° to COROX. Then via LTS VORTAC R-177 to HESSS and hold.

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	



CATEGORY	A	B	C	D	E
S-17R *	1760/24 381 (400-½)		1760/40 381 (400-¾)		
CIRCLING **	1780-1 398 (400-1)	1840-1 458 (500-1)	1840-1½ 458 (500-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)
S-ASR 17R *	1740/24 361 (400-½)		1740/40 361 (400-¾)		

TACAN or VOR/DME RWY 35L

VORTAC LTS	APCH CRS	Rwy ldg 13,440
109.8	357°	TDZE 1353
Chan 35		Arpt Elev 1382

AL-482 [USAF]

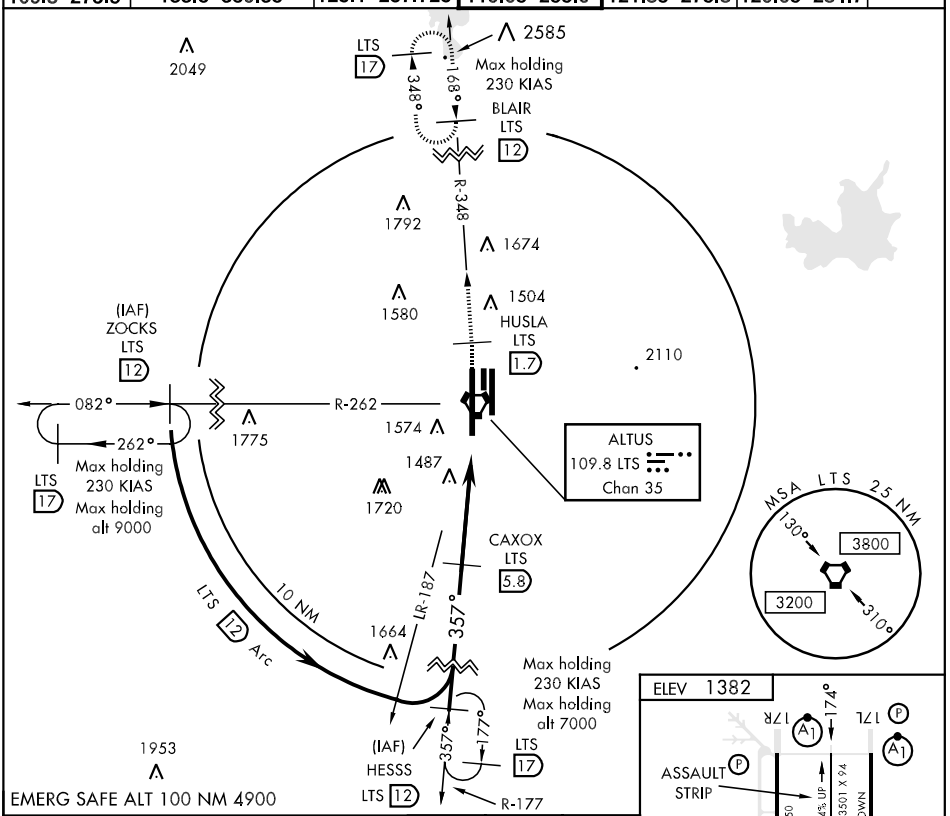
ALTUS AFB (KLTS)

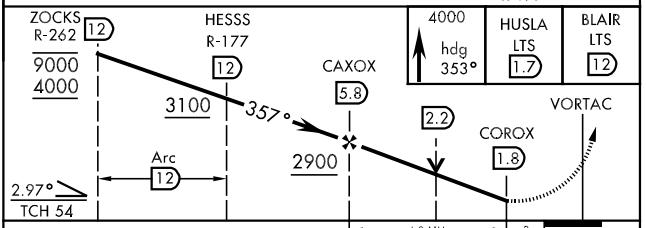
▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling not authorized W of Rwy 17R-35L.

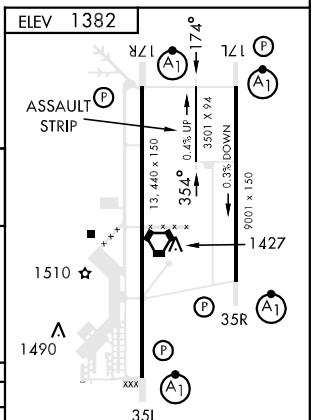
ALSF-1

MISSED APPROACH: Climb to 4000, fly heading 353° to HUSLA. Then via LTS VORTAC R-348 to BLAIR and hold.

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	







CATEGORY	A	B	C	D	E
S-35L *	1760/24 407 (400-½)		1760/40 407 (400-¾)		1760/50 407 (400-1)
CIRCLING **	1780-1 398 (400-1)	1840-1 458 (500-1)	1840-1½ 458 (500-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)
S-ASR 35L *	1760/24 407 (400-½)		1760/40 407 (400-¾)		1760/50 407 (400-1)

TACAN or VOR/DME RWY 35R

VORTAC LTS 109.8 Chan 35	APCH CRS 325°	Rwy Idg 9001 TDZE 1362 Arpt Elev 1382

AL-482 [USAF]

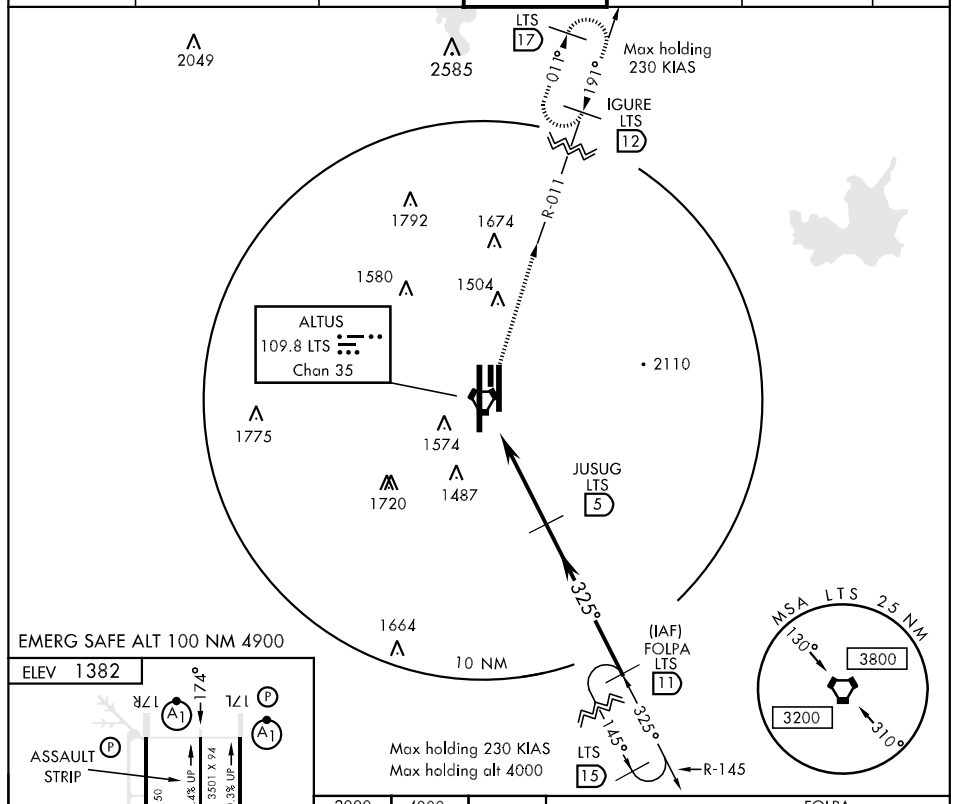
ALTUS AFB (KLTS)

* When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
** Circling not authorized W of Rwy 17R-35L.

ALSF-1

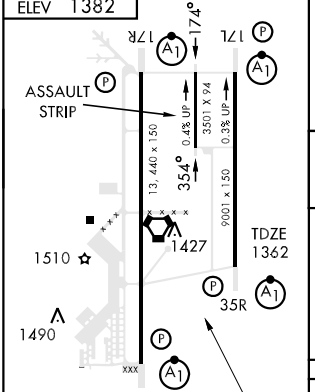
MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 via LTS VORTAC R-011 to IGURE and hold.

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL	ASR
109.8 273.5	133.5 350.35	125.1 257.725	119.65 255.6	121.85 275.8	120.65 284.7	

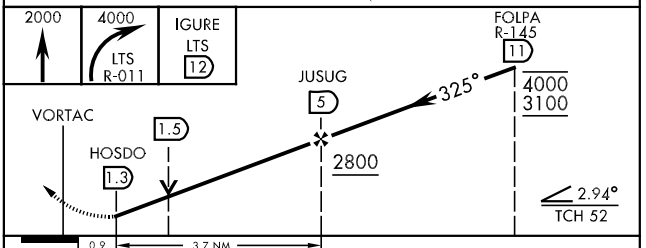


EMERG SAFE ALT 100 NM 4900

ELEV 1382



HIRL Rwy 17R-35L, 17L-35R
MIRL Assault Strip



CATEGORY	A	B	C	D	E
S-35R *	1720/24	358 (400-½)	1720/40	358	(400-¾)
CIRCLING **	1780-1 398(400-1)	1840-1 458(500-1)	1840-1½ 458(500-1½)	1940-2 558(600-2)	1980-2 598 (600-2)
S-ASR 35R *	1740/24	378 (400-½)	1740/40	378	(400-¾)

34° 40'N-99° 16'W

TACAN or VOR/DME RWY 35R

APP CRS	Rwy ldg	4241
352°	TDZE	1470
	Apt Elev	1474

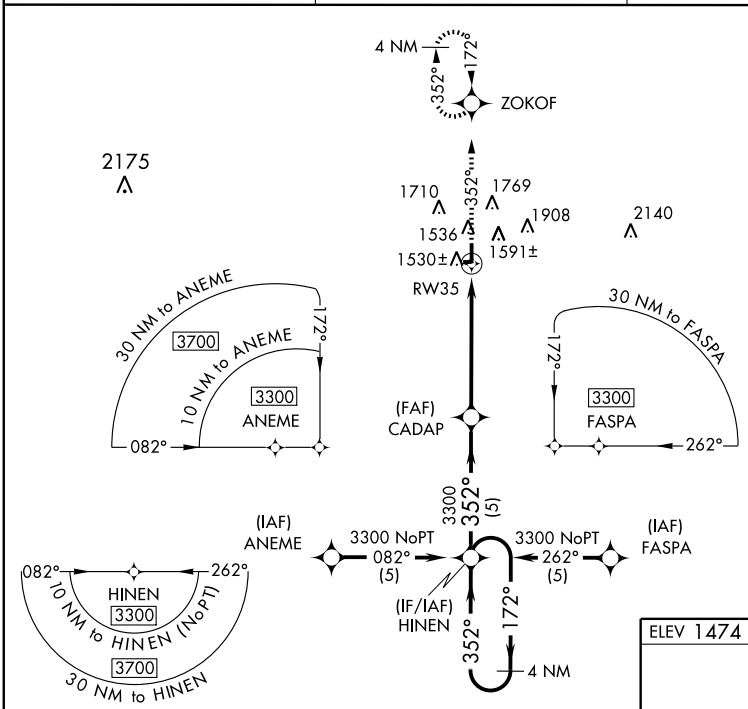
RNAV (GPS) RWY 35

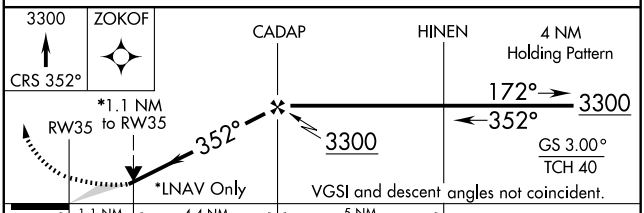
ALVA RGNL (AVK)

If local altimeter setting not received, use Enid altimeter setting and increase all MDAs 140 feet. When neither received, procedure NA. GPS or RNP-0.3 required. DME/DME RNP - 0.3 NA.
BARO-VNAV NA below -17°C (+2°F).
BARO-VNAV and VDP NA when using Enid altimeter setting.

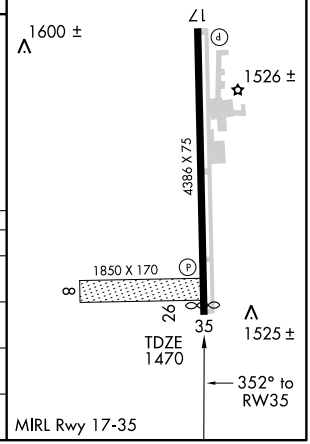
MISSED APPROACH: Climb to 3300 via 352° course to ZOKOF WP and hold.

AWOS-3	VANCE APP CON★	UNICOM
121.125	119.775 378.8	122.8 (CTAF)





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1840-1¼ 370 (400-1¼)			NA
LNAV MDA	1840-1 370 (400-1)			NA
CIRCLING	1960-1¼ 486 (500-1¼)	2120-1¼ 646 (700-1¼)	2120-1¾ 646 (700-1¾)	NA



SC-1, 14 JAN 2010 to 11 FEB 2010

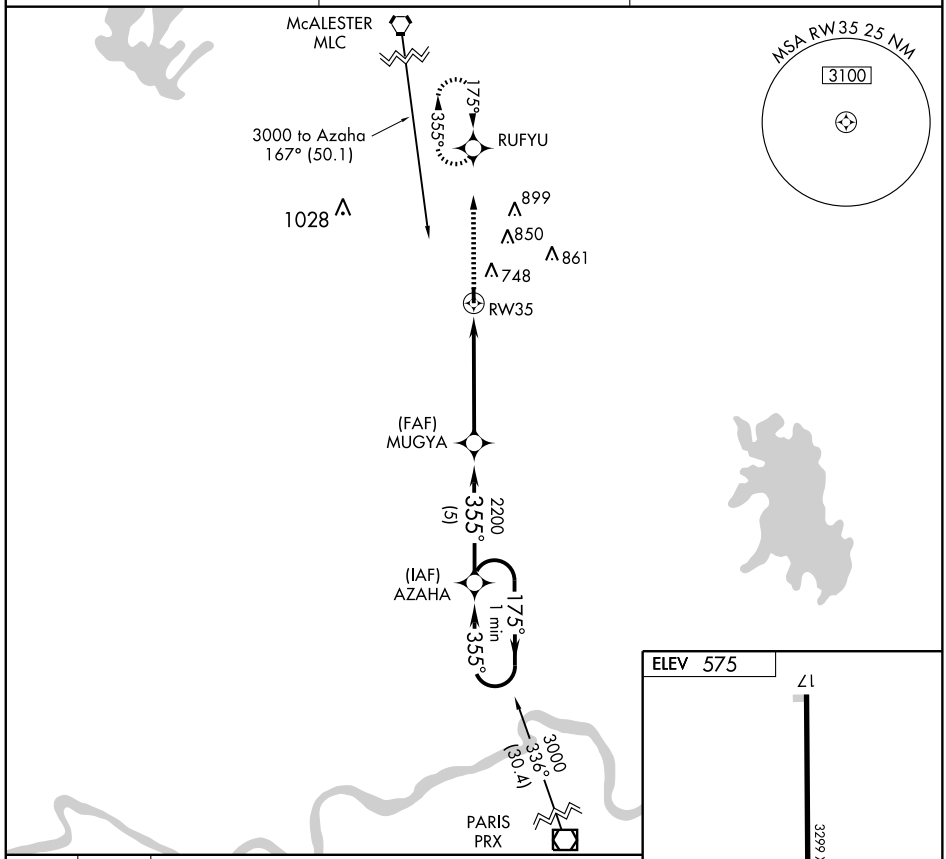
APP CRS	Rwy Idg	3299
355°	TDZE	574
	Apt Elev	575

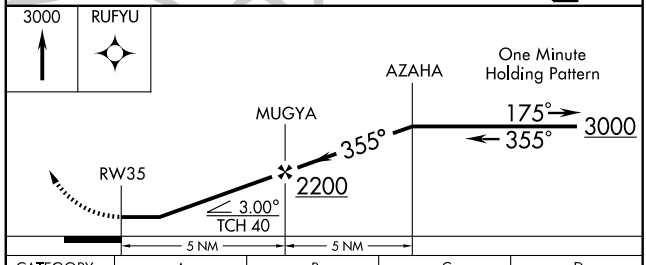
GPS RWY 35
ANTLERS MUNI (8ØF)

NA Use Paris/Cox Field altimeter setting.

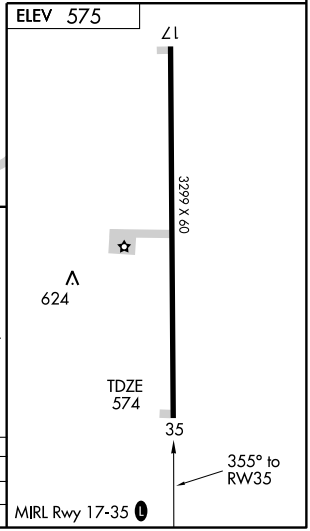
MISSED APPROACH: Climb to 3000 direct RUFYU WP and hold.

Paris/Cox Field AWOS-3	FORT WORTH CENTER	CTAF
119.675	124.875 307.2	122.9 L





CATEGORY	A	B	C	D
S-35	1140-1	566 (600-1)	NA	
CIRCLING	1200-1	625 (700-1)	NA	



SC-1, 14 JAN 2010 to 11 FEB 2010

NDB AEE 391	APP CRS 347°	Rwy Idg 3299 TDZE 574 Apt Elev 575

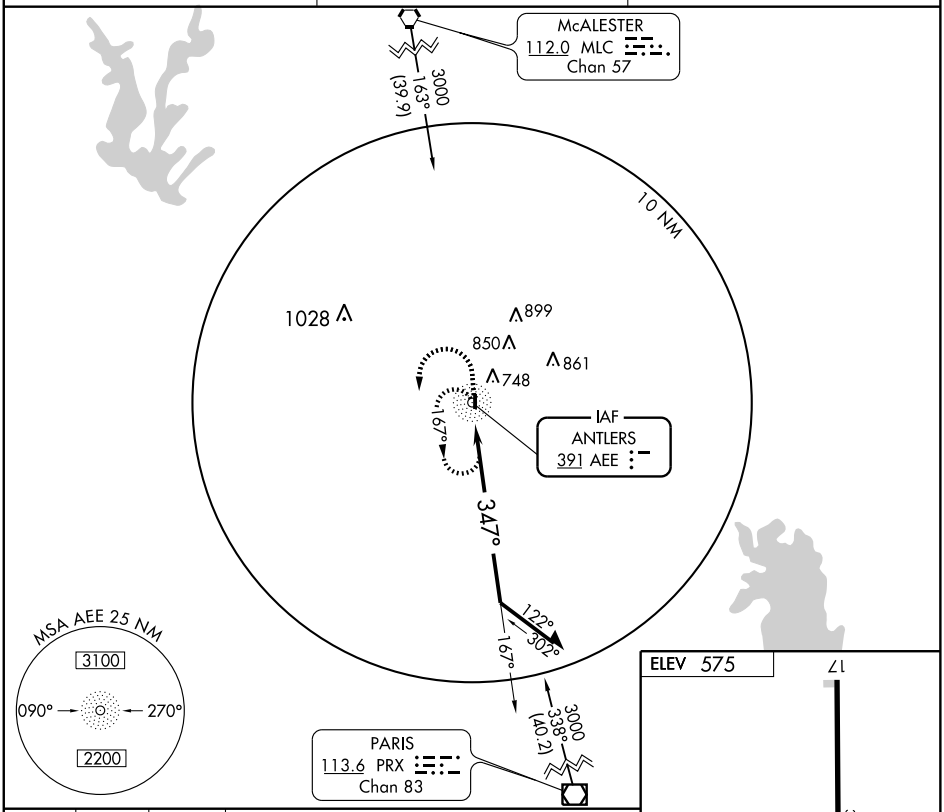
NDB RWY 35

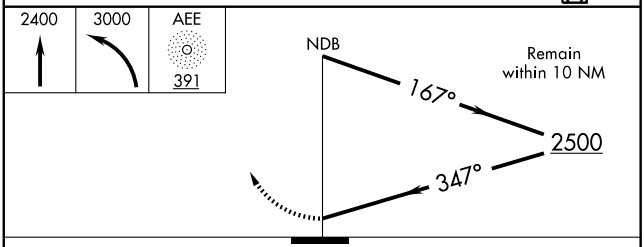
ANTLERS MUNI (8ØF)

NA Use Paris/Cox Field altimeter setting.

MISSED APPROACH: Climb to 2400 then climbing left turn to 3000 direct AEE NDB and hold.

Paris/Cox Field AWOS-3	FORT WORTH CENTER	CTAF
119.675	124.875 307.2	122.9 L





CATEGORY	A	B	C	D
S-35	1320-1 746 (800-1)	1320-1¼ 746 (800-1¼)	NA	
CIRCLING	1320-1 745 (800-1)	1320-1¼ 745 (800-1¼)	NA	

Knots	60	90	120	150	180
Min:Sec					

SC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5000
172°	TDZE	839
	Apt Elev	844

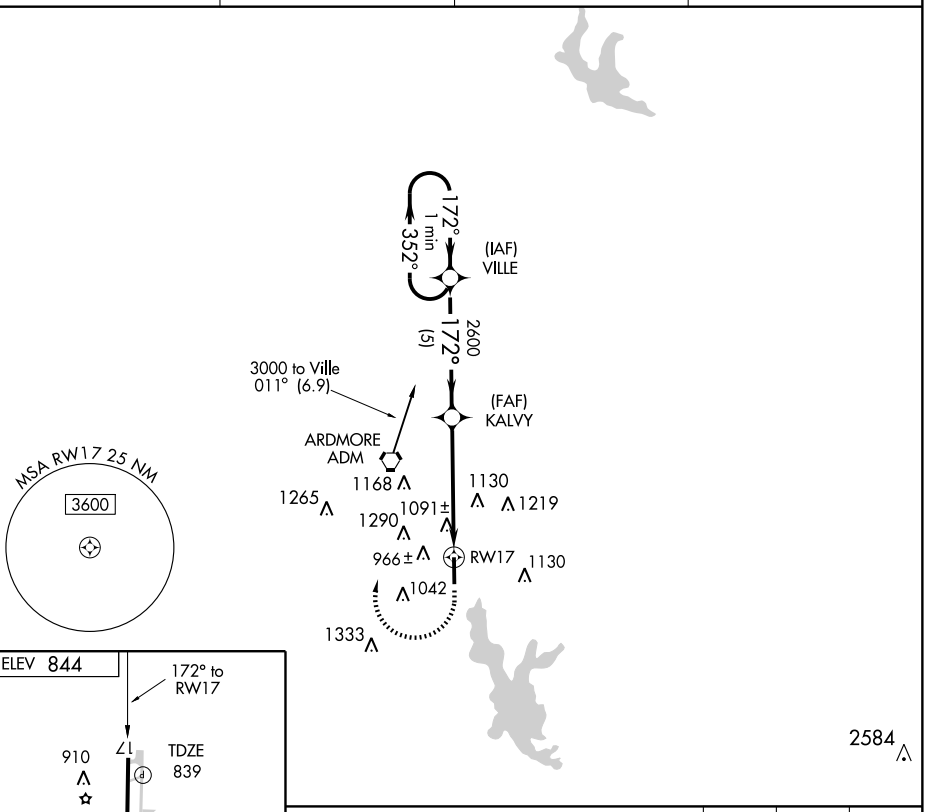
GPS RWY 17

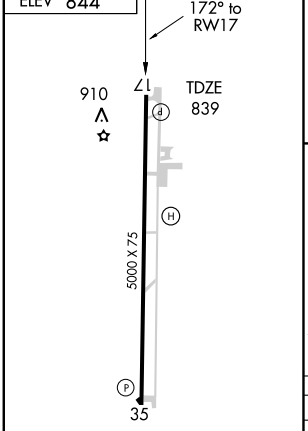
ARDMORE DOWNTOWN EXECUTIVE (1F0)

NA

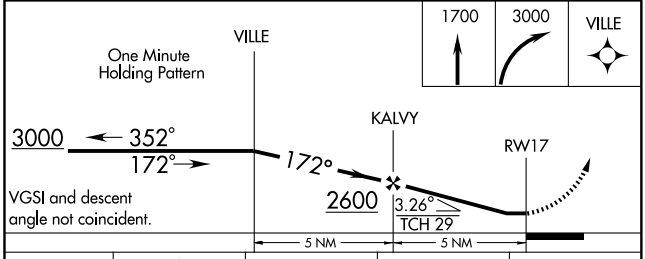
MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct VILLE WP and hold.

AWOS-3	FORT WORTH CENTER	GCO	UNICOM
118.15	128.1 327.15	121.725	122.7 (CTAF) L





MIRL Rwy 17-35 L
REIL Rwy 17 and 35 L



CATEGORY	A	B	C	D
S-17	1360-1	521 (600-1)	1360-1½ 521 (600-1½)	1360-1¾ 521 (600-1¾)
CIRCLING	1400-1	556 (600-1)	1400-1½ 556 (600-1½)	1640-2½ 796 (800-2½)

SC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5000
352°	TDZE	842
	Apt Elev	844

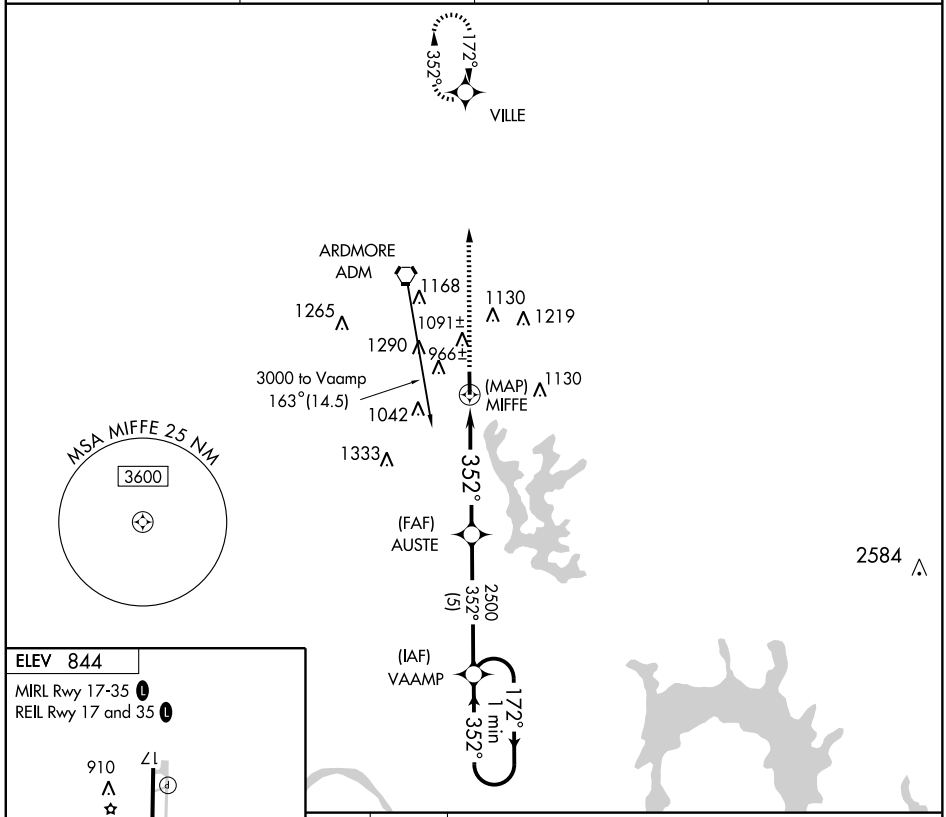
GPS RWY 35

ARDMORE DOWNTOWN EXECUTIVE (1F0)

NA

MISSED APPROACH: Climb to 3000 direct VILLE WP and hold.

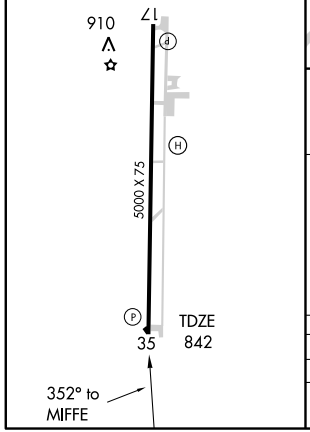
AWOS-3	FORT WORTH CENTER	GCO	UNICOM
118.15	128.1 327.15	121.725	122.7 (CTAF) L

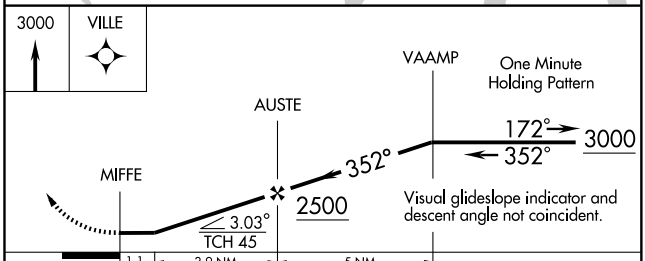


ELEV 844

MIRL Rwy 17-35 L

REIL Rwy 17 and 35 L





CATEGORY	A	B	C	D
S-35	1260-1	418 (500-1)	1260-1¼	418 (500-1¼)
CIRCLING	1420-1	578 (600-1)	1420-1½ 578 (600-1½)	1600-2½ 758 (800-2½)

SC-1. 14 JAN 2010 to 11 FEB 2010

VORTAC ADM	APP CRS	Rwy Idg	N/A
116.7	144°	TDZE	N/A
Chan 114		Apt Elev	844

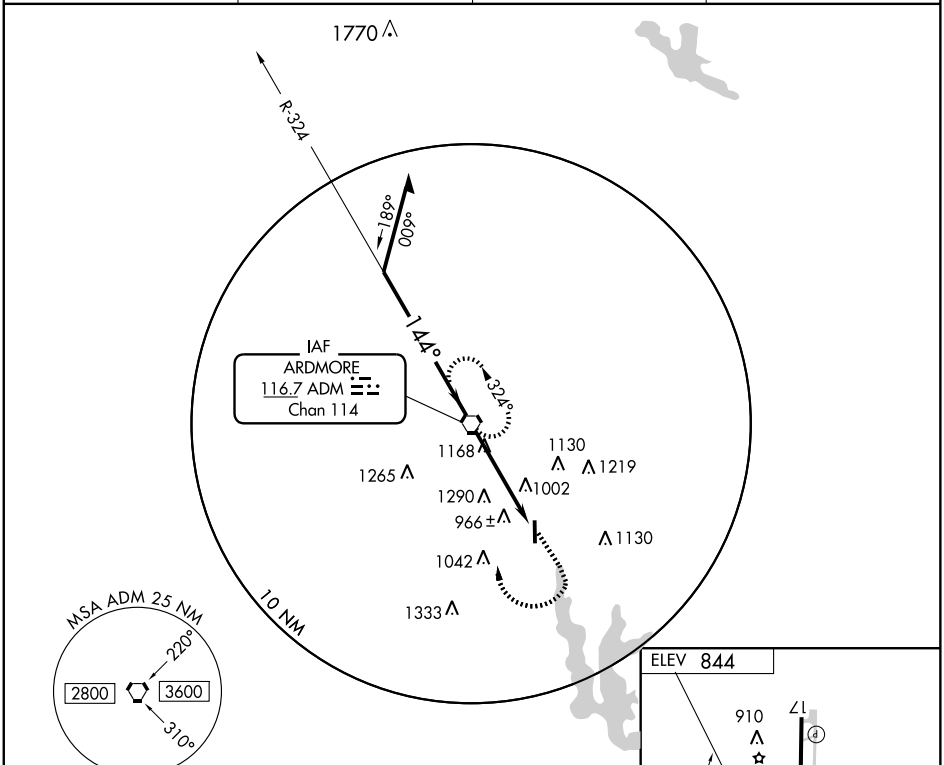
VOR-A

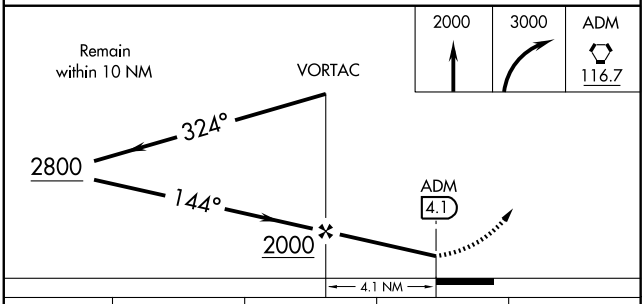
ARDMORE DOWNTOWN EXECUTIVE (1FØ)

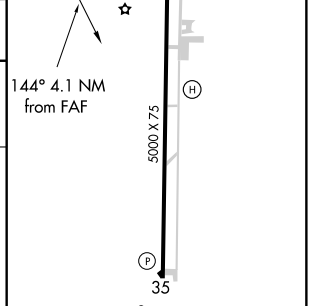
If local altimeter setting not received, use Henry Post AAF, NA FT. Sill altimeter setting and increase all MDAs 220 feet.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct ADM VORTAC and hold.

AWOS-3	FORT WORTH CENTER	GCO	UNICOM
118.15	128.1 327.15	121.725	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1540-1	698 (700-1)	1540-2	1600-2½
			698 (700-2)	758 (800-2½)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

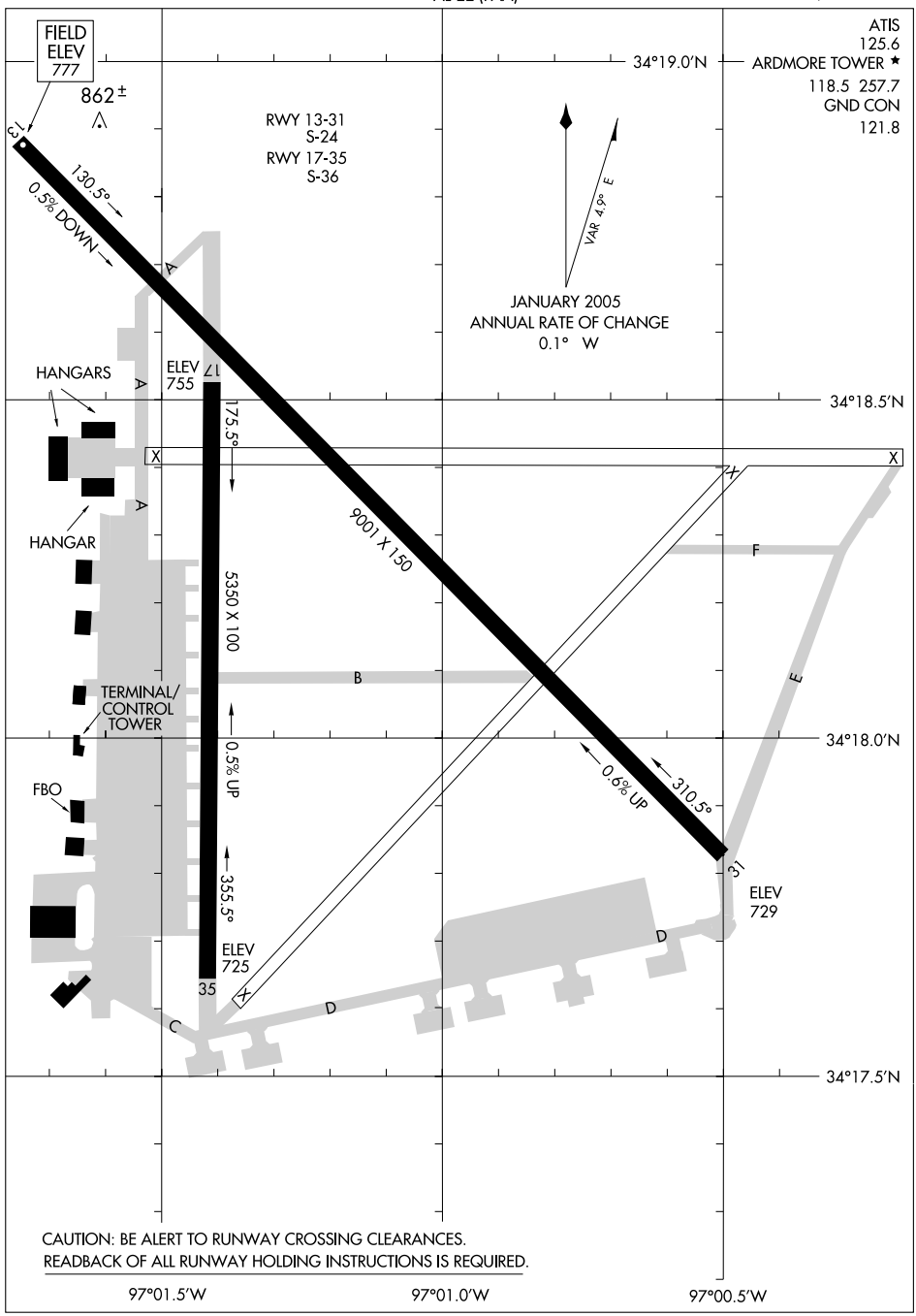
SC-1, 14 JAN 2010 to 11 FEB 2010

09351

AIRPORT DIAGRAM

AL-22 (FAA)

ARDMORE MUNI (ADM)
ARDMORE, OKLAHOMA



SC-1, 14 JAN 2010 to 11 FEB 2010

LOC I-AIW	APP CRS	Rwy Idg	9001
108.9	309°	TDZE	732
		Apt Elev	762

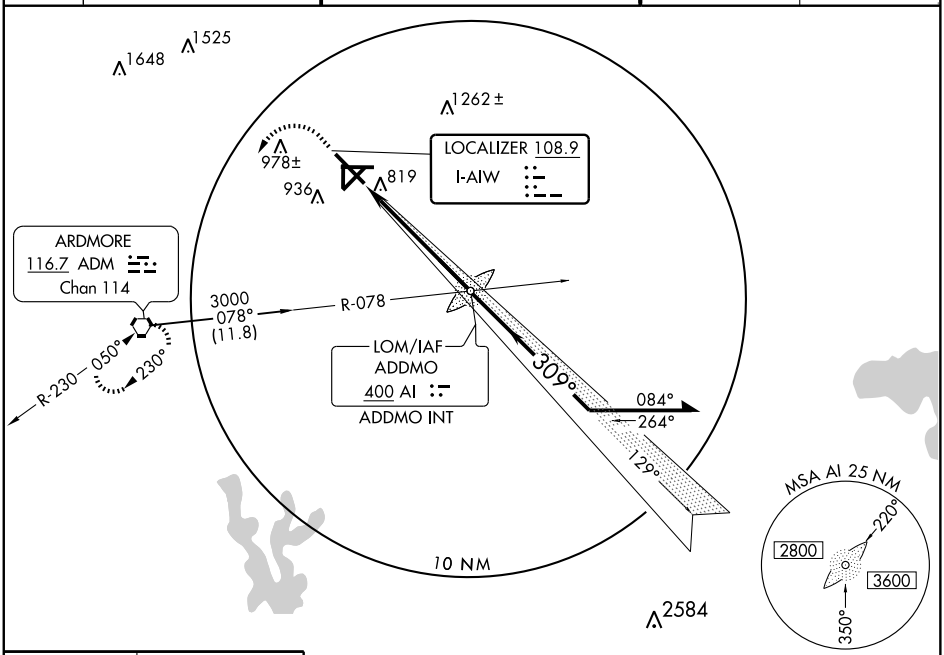
ILS or LOC RWY 31
ARDMORE MUNI (ADM)

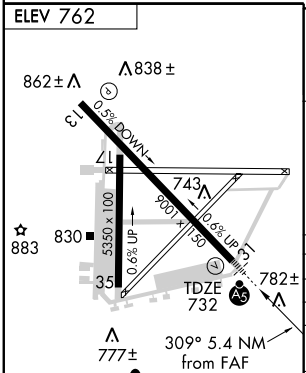
When control tower closed use Ardmore Downtown Executive altimeter setting.
For inoperative MALSR increase S-LOC 31 visibility to 1 mile Cats A/B/C.
Inoperative table does not apply to S-ILS.
Autopilot coupled approach not authorized below 1360′.

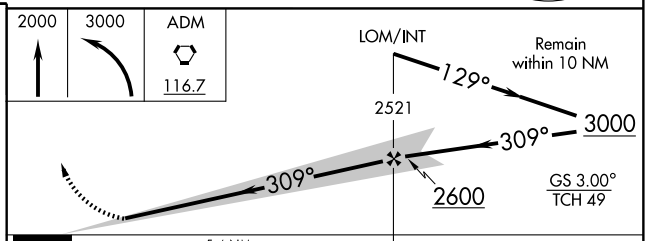
MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct ADM VORTAC and hold.

ATIS	FORT WORTH CENTER	ARDMORE TOWER★	GND CON	UNICOM
125.6	128.1 327.15	118.5 (CTAF) L 257.7	121.8	122.95







CATEGORY	A	B	C	D
S-ILS 31	932-¾ 200 (200-¾)			
S-LOC 31	1080-¾ 348 (400-¾)			
CIRCLING	1300-1 538 (600-1)	1380-1 618 (700-1)	1500-2 738 (800-2)	1540-2½ 778 (800-2½)
ARDMORE DOWNTOWN EXECUTIVE ALTIMETER SETTING MINIMUMS				
S-ILS 31	969-¾ 237 (300-¾)			
S-LOC 31	1120-¾ 388 (400-¾)			
CIRCLING	1340-1 578 (600-1)	1420-1 658 (700-1)	1540-2¼ 778 (800-2¼)	1580-2¾ 818 (900-2¾)

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

SC-1, 14 JAN 2010 to 11 FEB 2010

ARDMORE, OKLAHOMA

APP CRS	Rwy Idg	9001
309°	TDZE	732
	Apt Elev	762

AL-22 (FAA)

RNAV (GPS) RWY 31

ARDMORE MUNI (ADM)

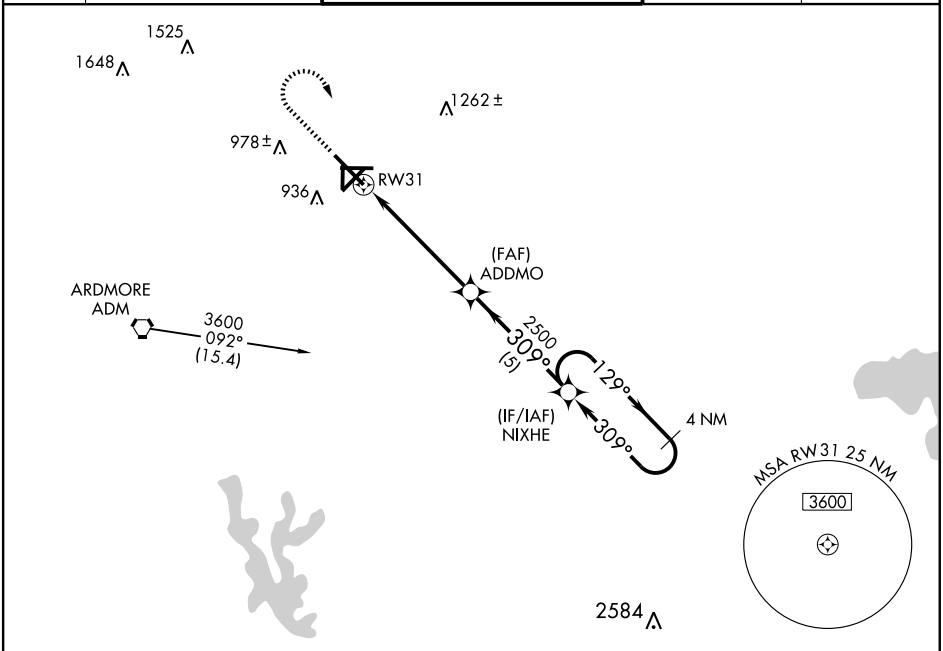
When control tower closed use Ardmore Downtown Executive altimeter setting and increase all MDAs 40 feet. VDP NA when using Ardmore Downtown Executive altimeter setting. For inoperative MALSR increase LNAV MDA Cat A and B visibility to 1 mile. GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.

NA

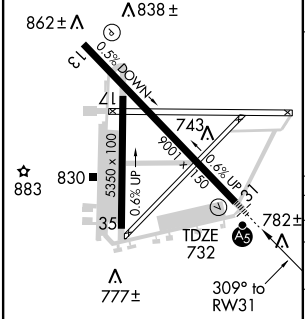
MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3600 direct NIXHE WP and hold.

ATIS	FORT WORTH CENTER	ARDMORE TOWER ★	GND CON	UNICOM
125.6	128.1 327.15	118.5 (CTAF) L 257.7	121.8	122.95

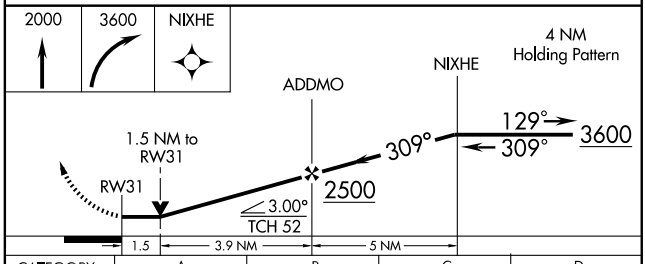


ELEV 762



HIRL Rwy 13-31 L

MIRL Rwy 17-35 L



CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	1260-¾ 528 (500-¾)		1260-1 528 (500-1)	1260-1¼ 528 (500-1¼)
CIRCLING	1300-1 538 (600-1)	1380-1 618 (700-1)	1500-2 738 (800-2)	1540-2½ 778 (800-2½)

SC-1, 14 JAN 2010 to 11 FEB 2010

ARDMORE, OKLAHOMA

VORTAC ADM	APP CRS	Rwy Idg	N/A
116.7	050°	TDZE	N/A
Chan 114		Apt Elev	762

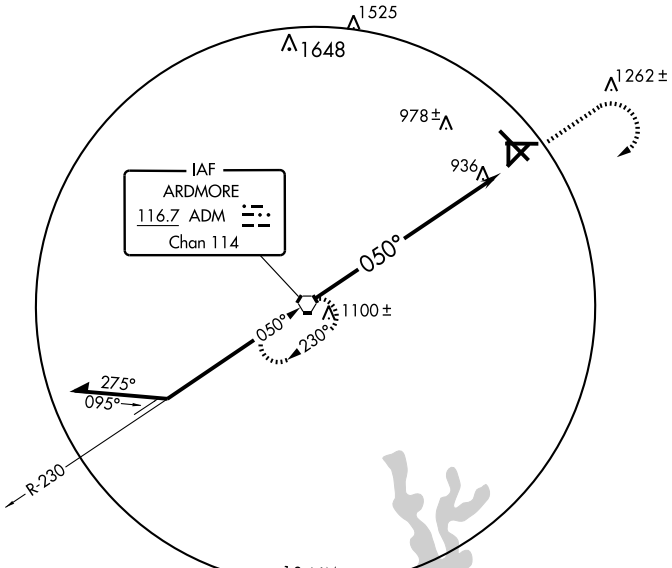
VOR-B

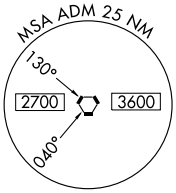
ARDMORE MUNI (ADM)

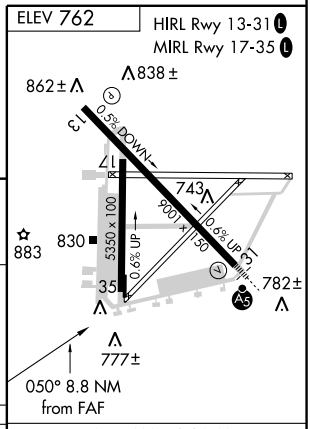
When control tower closed use Ardmore Downtown Executive altimeter setting and increase all MDAs 40 feet.

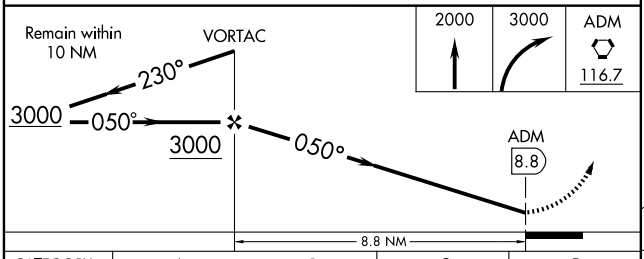
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct ADM VORTAC and hold.

ATIS	FORT WORTH CENTER	ARDMORE TOWER★	GND CON	UNICOM
125.6	128.1 327.15	118.5 (CTAF) L 257.7	121.8	122.95









CATEGORY	A	B	C	D
CIRCLING	1340-1 578 (600-1)	1380-1 618 (700-1)	1500-2 738 (800-2)	1540-2½ 778 (800-2½)

FAF to MAP 8.8 NM					
Knots	60	90	120	150	180
Min:Sec	8:48	5:52	4:24	3:31	2:56

SC-1, 14 JAN 2010 to 11 FEB 2010

LOC I-BVO	APP CRS	Rwy Idg	6200
111.3	172°	TDZE	695
		Apt Elev	711

LOC RWY 17

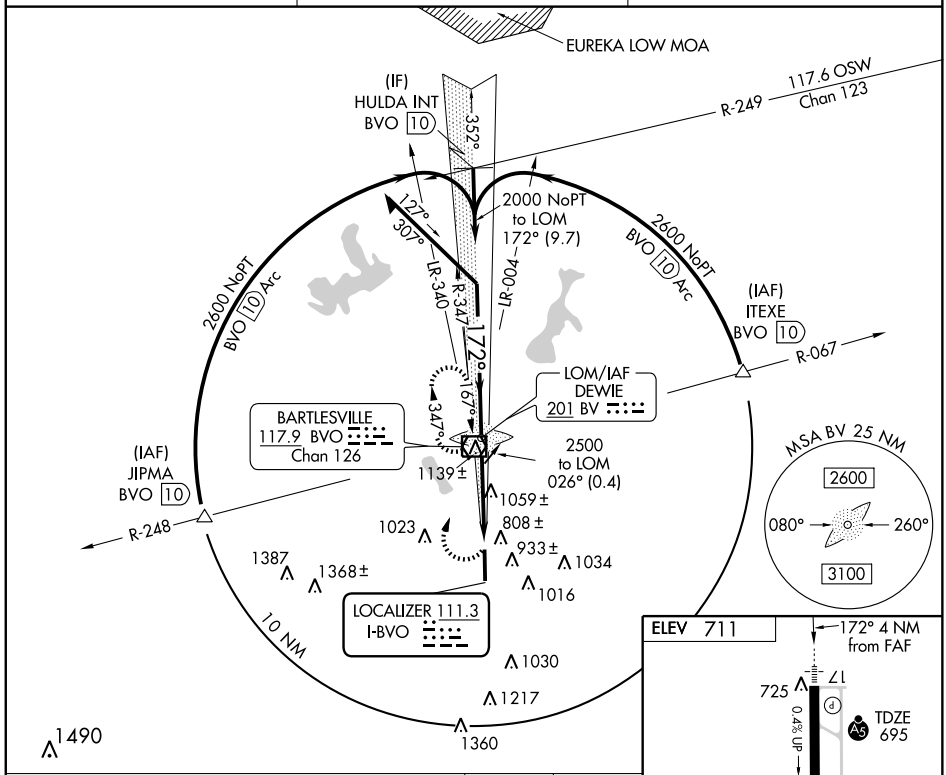
BARTLESVILLE MUNI (BVO)

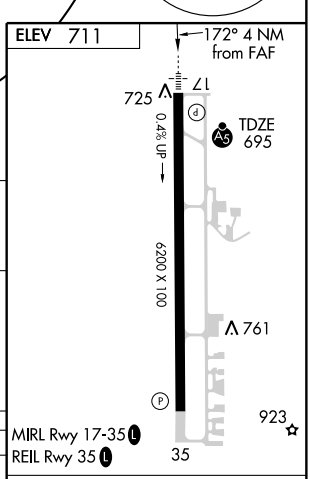
T NA — For inoperative MALSR, increase S-17 Cats A and B visibility to 1 mile. Circling NA east of Rwy 17-35. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDAs 100 feet and S-17 Cat C/D visibilities ¼ mile, circling Cat B/C/D visibilities ¼ mile.

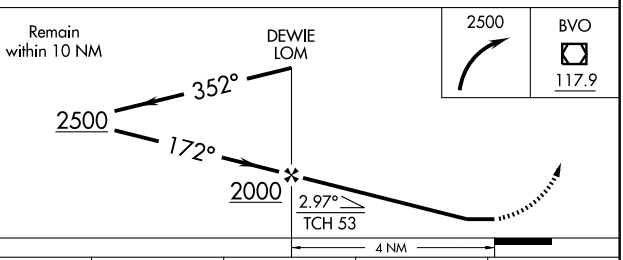
MALSR

MISSED APPROACH: Climbing right turn to 2500 direct BVO VOR/DME and hold, continue climb-in-hold to 2500.

AWOS	KANSAS CITY CENTER	UNICOM
132.675	128.8 354.1	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-17	1320-¾ 625 (700-¾)		1320-1¼ 625 (700-1¼)	1320-1½ 625 (700-1½)
CIRCLING	1400-1 689 (700-1)		1400-2 689 (700-2)	1400-2¼ 689 (700-2¼)

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

SC-1, 14 JAN 2010 to 11 FEB 2010

WAAS Chan **58201** **W17A**	APP CRS **172°**	Rwy Idg **6200** TDZE **695** Apt Elev **711**

RNAV (GPS) RWY 17

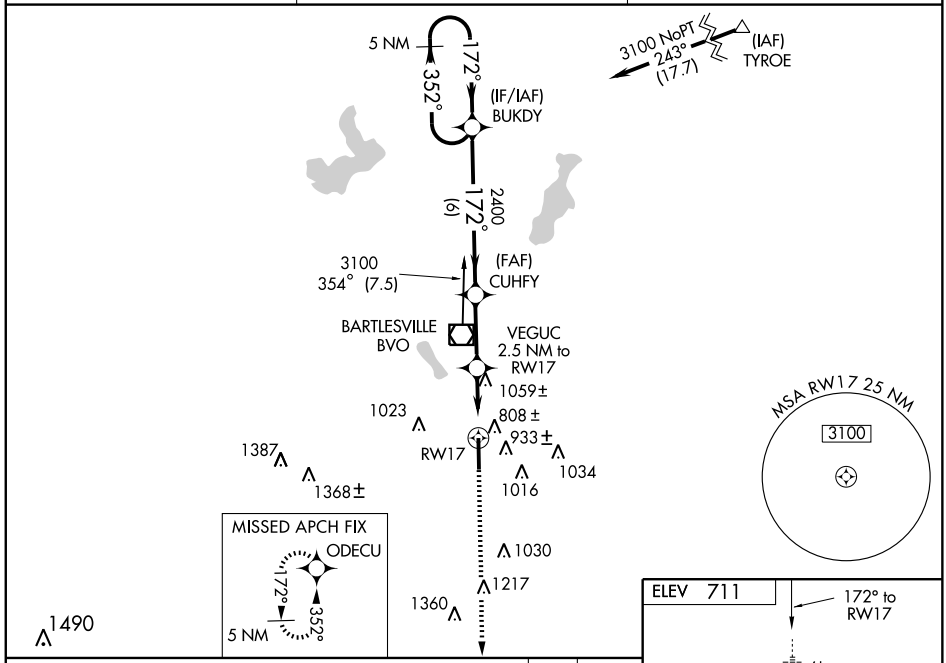
BARTLESVILLE MUNI (BVO)

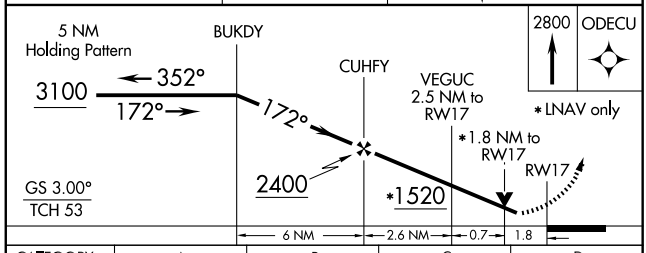
For inoperative MALSR, increase LNAV MDA Cats A and B visibility to 1 mile. Circling NA east of Rwy 17-35. Baro-VNAV NA when using Tulsa Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Tulsa Intl altimeter setting. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DAs 84 feet and all visibilities ¼ mile; increase all MDAs 100 feet and LNAV Cat C/D visibility ¼ mile, Circling Cat B/C/D visibility ¼ mile.

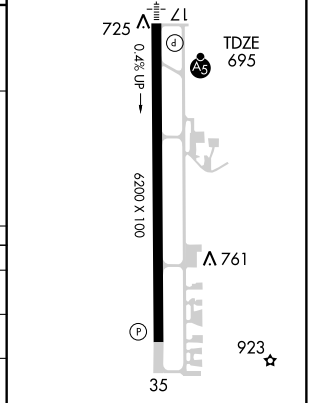
MALSR

MISSED APPROACH: Climb to 2800 direct ODECU and hold.

AWOS	KANSAS CITY CENTER	UNICOM
132.675	**128.8 354.1**	**123.0** (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1192-1¼ 497 (500-1¼)			
LNAV/VNAV DA	1451-2¼ 756 (800-2¼)			
LNAV MDA	1320-¾ 625 (700-¾)		1320-1¼ 625 (700-1¼)	1320-1½ 625 (700-1½)
CIRCLING	1400-1 689 (700-1)		1400-2 689 (700-2)	1400-2¼ 689 (700-2¼)

SC-1, 14 JAN 2010 to 11 FEB 2010

WAAS Chan 61305 W35A	APP CRS 352°	Rwy Idg 6200 TDZE 711 Apt Elev 711

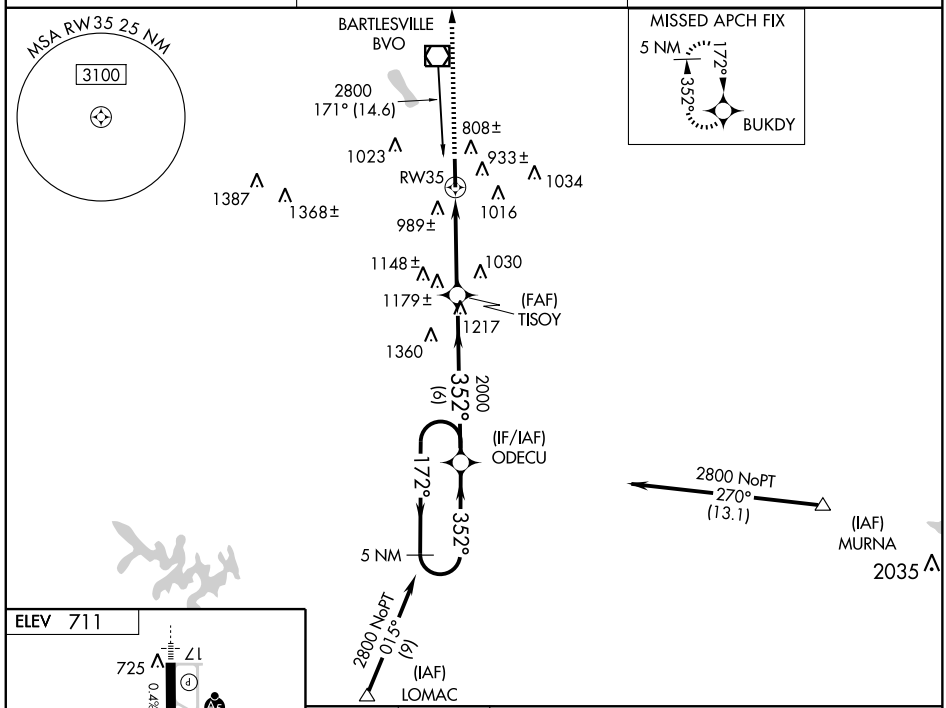
RNAV (GPS) RWY 35

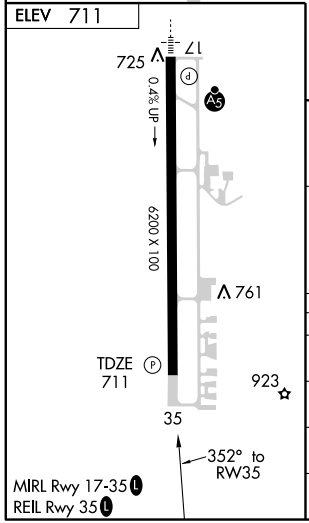
BARTLESVILLE MUNI (BVO)

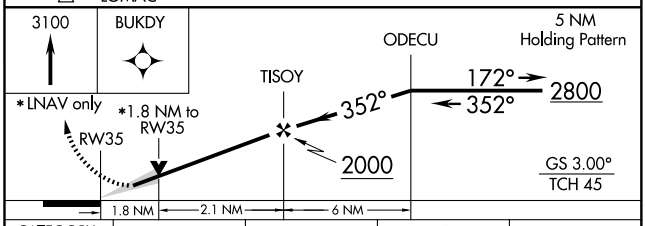
Circling NA east of Rwy 17-35. Baro-VNAV NA when using Tulsa Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP NA when using Tulsa Intl altimeter setting. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DAs 84 feet and all visibilities ¼ mile; increase all MDAs 100 feet and LNAV Cat C/D visibility ¼ mile, circling Cat B/C/D visibility ¼ mile.

MISSED APPROACH: Climb to 3100 direct BUKDY and hold.

AWOS	KANSAS CITY CENTER	UNICOM
132.675	128.8 354.1	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	961-1 250 (300-1)			
LNAV/VNAV DA	1327-2¼ 616 (700-2¼)			
LNAV MDA	1340-1 629 (700-1)		1340-1¾ 629 (700-1¾)	1340-2 629 (700-2)
CIRCLING	1400-1 689 (700-1)		1400-2 689 (700-2)	1400-2¼ 689 (700-2¼)

VOR/DME BVO 117.9 Chan 126	APP CRS 348°	Rwy Idg 6200 TDZE 711 Apt Elev 711

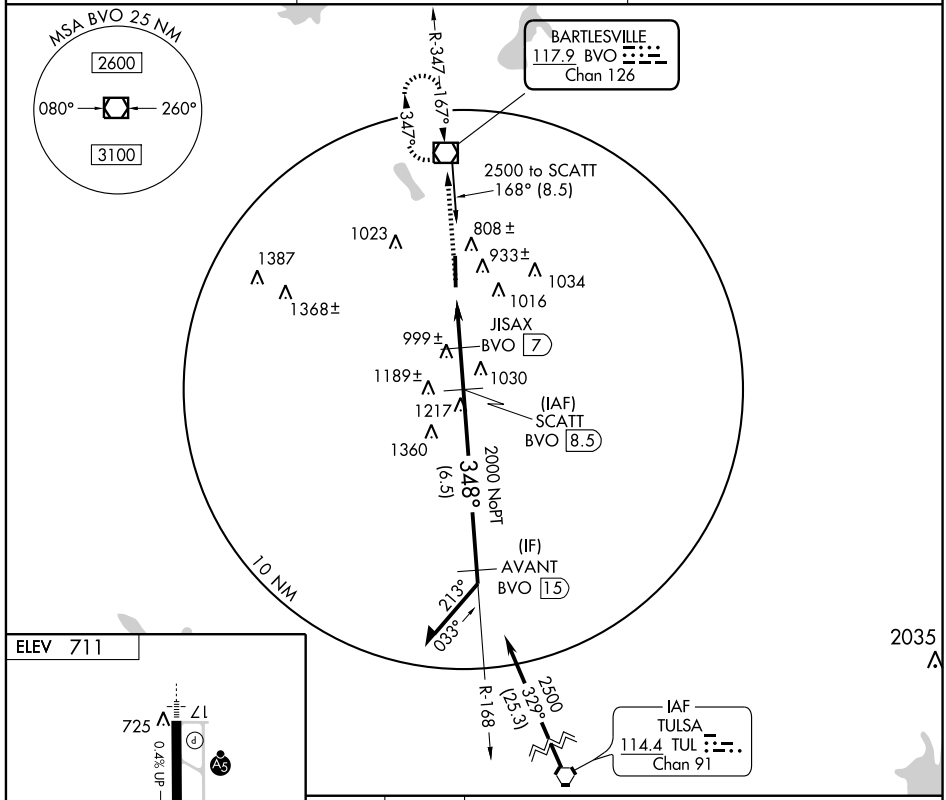
VOR/DME RWY 35

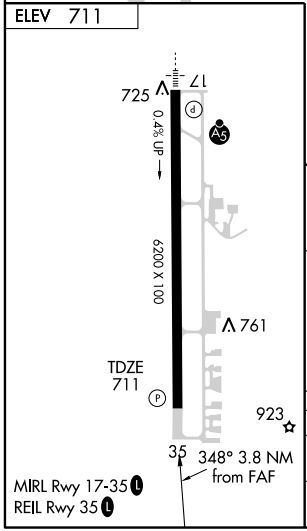
BARTLESVILLE MUNI (BVO)

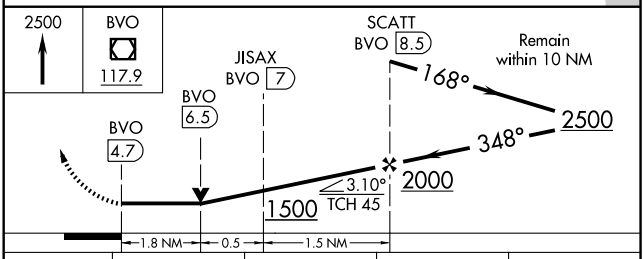
Circling NA east of Rwy 17-35. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDAs 100 feet and S-35 Cat C/D visibility ¼ mile, Circling Cat B/C/D visibility ¼ mile. VDP NA when using Tulsa Intl altimeter setting.

MISSED APPROACH: Climb to 2500 direct BVO VOR/DME and hold.

AWOS	KANSAS CITY CENTER	UNICOM
132.675	128.8 354.1	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-35	1320-1 609 (700-1)		1320-1¾ 609 (700-1¾)	1320-2 609 (700-2)
CIRCLING	1400-1 689 (700-1)		1400-2 689 (700-2)	1400-2¼ 689 (700-2¼)

SC-1, 14 JAN 2010 to 11 FEB 2010

VOR/DME BVO 117.9 Chan 126	APP CRS 167°	Rwy Idg 6200 TDZE 695 Apt Elev 711

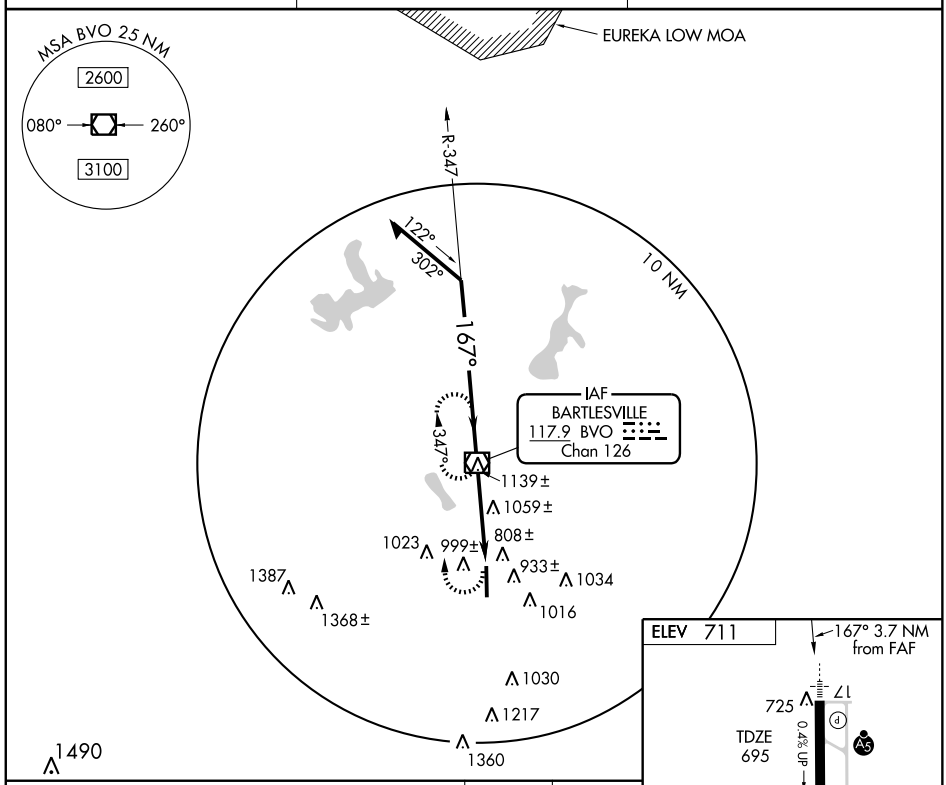
VOR RWY 17
BARTLESVILLE MUNI (BVO)

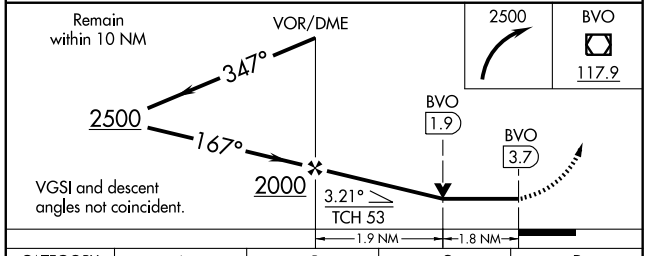
T A For inoperative MALSR, increase S-17 Cats A and B visibility to 1 mile. Circling NA east of Rwy 17-35. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDAs 100 feet and S-17 Cat C/D visibility ¼ mile, Circling Cat B/C/Dvisibility ¼ mile. VDP NA when using Tulsa Intl altimeter setting.

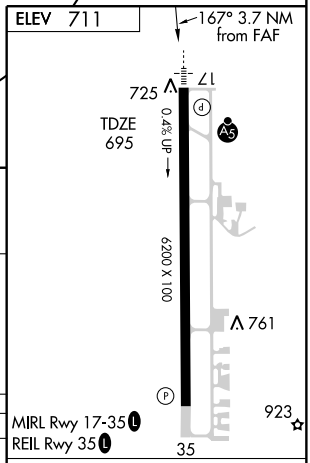
MALSR

MISSED APPROACH: Climbing right turn to 2500 direct BVO VOR/DME and hold, continue climb-in-hold to 2500.

AWOS	KANSAS CITY CENTER	UNICOM
132.675	128.8 354.1	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-17	1320-¾ 625 (700-¾)		1320-1¼ 625 (700-1¼)	1320-1½ 625 (700-1½)
CIRCLING	1400-1 689 (700-1)		1400-2 689 (700-2)	1400-2¼ 689 (700-2¼)

FAF to MAP 3.7 NM

Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

SC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3501
174°	TDZE	1030
	Apt Elev	1029

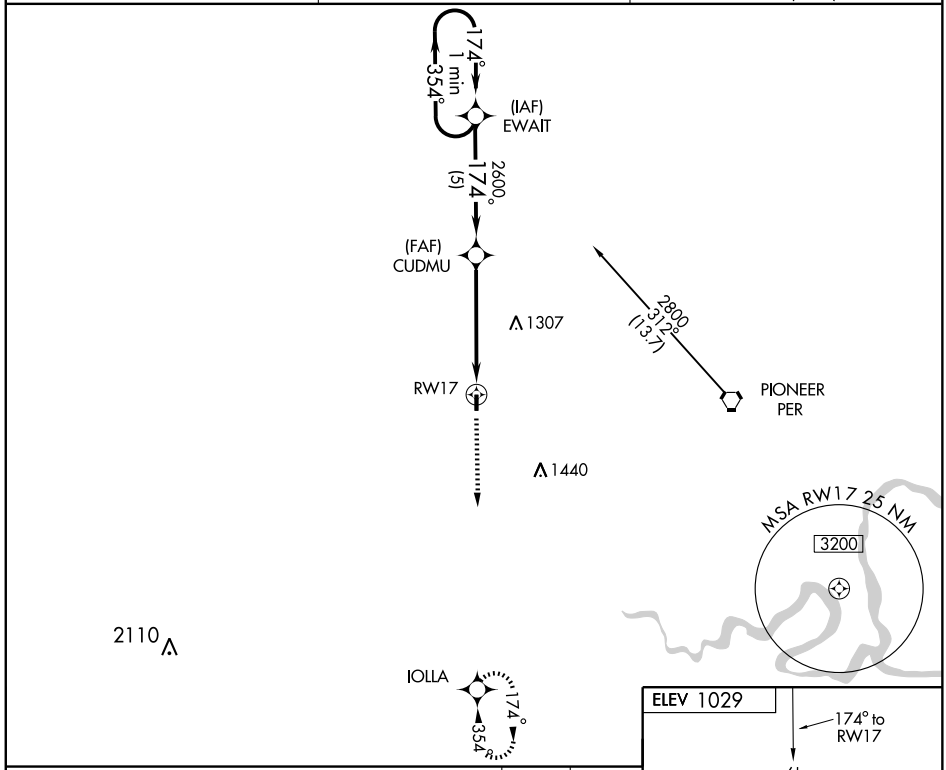
GPS RWY 17

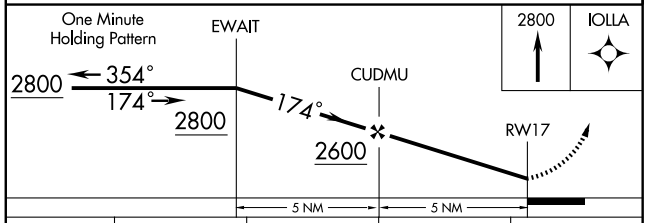
BLACKWELL-TONKAWA MUNI (BKN)

NA Use Ponca City altimeter setting; when not received, use Wichita Mid-Continent altimeter setting.

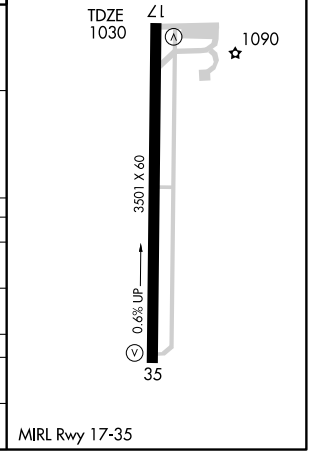
MISSED APPROACH: Climb to 2800 direct IOLLA and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
120.575	127.8 319.1	122.8 (CTAF)





CATEGORY	A	B	C	D
S-17	1560-1	531 (600-1)	1560-1½ 531 (600-1½)	NA
CIRCLING	1560-1	531 (600-1)	1560-1½ 531 (600-1½)	NA
WICHITA MID-CONTINENT ALTIMETER SETTING MINIMUMS				
S-17	1700-1	671 (700-1)	1700-2 671 (700-2)	NA
CIRCLING	1700-1	671 (700-1)	1700-2 671 (700-2)	NA



MIRL Rwy 17-35

SC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS		
354°	Rwy Idg	3501
	TDZE	1026
	Apt Elev	1029

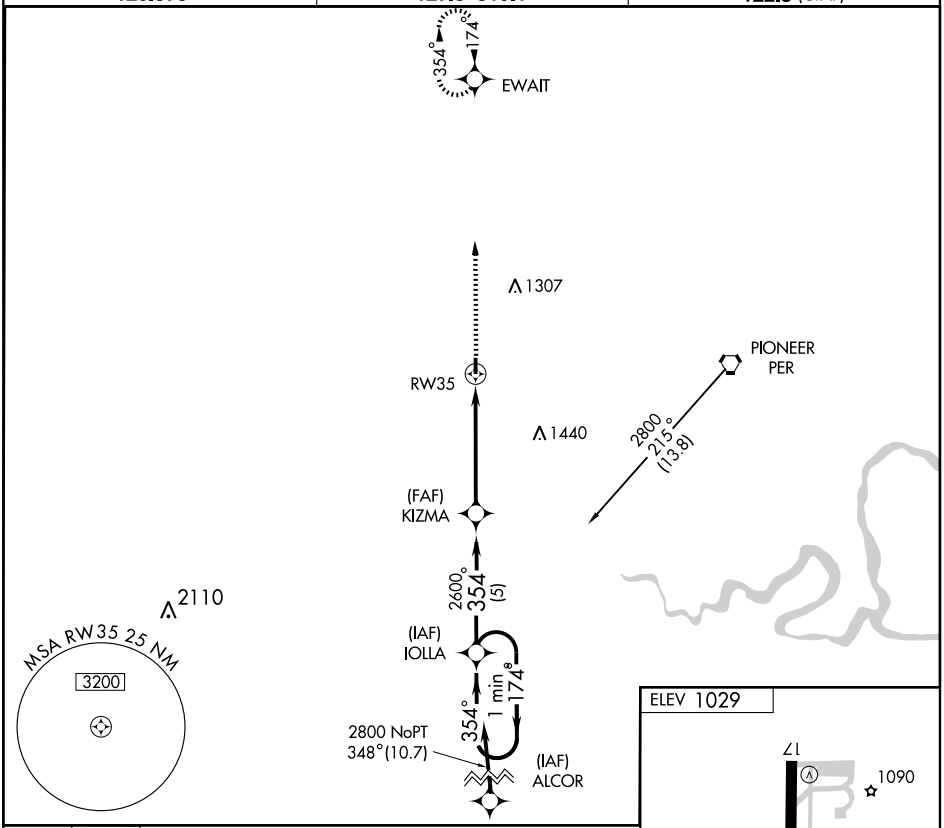
GPS RWY 35

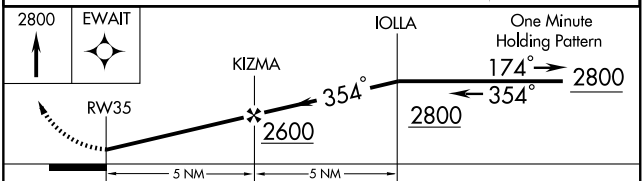
BLACKWELL-TONKAWA MUNI (BKN)

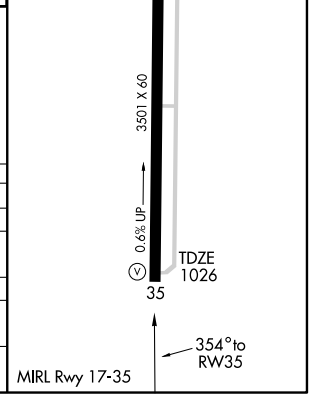
NA	MISSED APPROACH: Climb to 2800 direct EWAIT and hold.

Use Ponca City altimeter setting; when not received, use Wichita Mid-Continent altimeter setting.

AWOS-3	KANSAS CITY CENTER	UNICOM
120.575	127.8 319.1	122.8 (CTAF)







CATEGORY	A	B	C	D
S-35	1420-1	396 (400-1)		NA
CIRCLING	1480-1	451 (500-1)	1480-1½ 451 (500-1½)	NA
WICHITA MID-CONTINENT ALTIMETER SETTING MINIMUMS				
S-35	1560-1	536 (600-1)	1560-1½ 536 (600-1½)	NA
CIRCLING	1620-1	591 (600-1)	1620-1½ 591 (600-1½)	NA

SC-1, 14 JAN 2010 to 11 FEB 2010

VORTAC PER	APP CRS	Rwy Idg	N/A
113.2	263°	TDZE	N/A
Chan 79		Apt Elev	1029

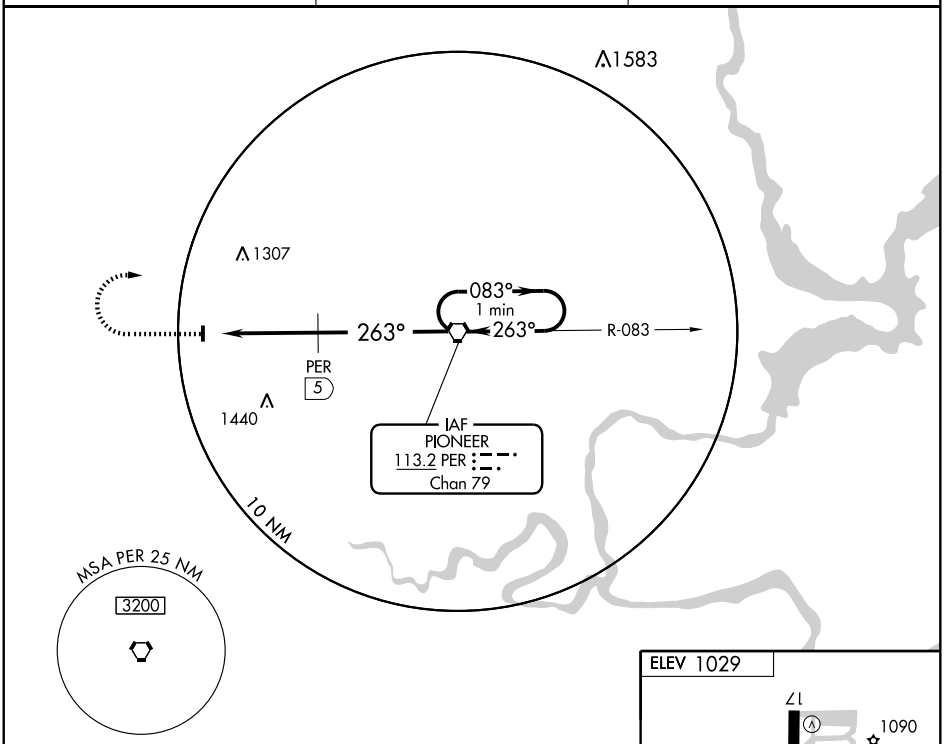
VOR-A

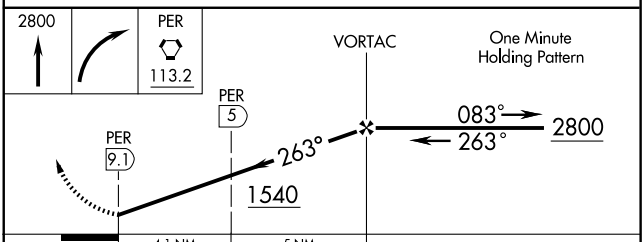
BLACKWELL-TONKAWA MUNI (BKN)

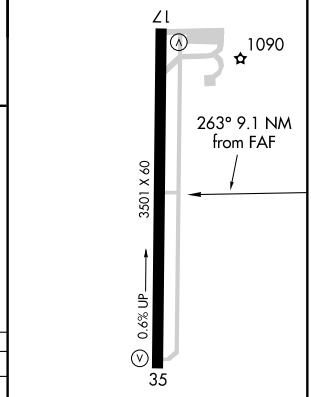
⚠ NA — Use Ponca City altimeter setting; when not received, use Wichita Mid-Continent altimeter setting and increase all MDAs 140 feet.

MISSED APPROACH: Climb to 2800 then right turn direct PER VORTAC and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
120.575	127.8 319.1	122.8 (CTAF)







MIRL Rwy 17-35

CATEGORY	A	B	C	D
CIRCLING	1540-1 511 (600-1)		1540-1½ 511 (600-1½)	NA
DME MINIMUMS				
CIRCLING	1440-1 411 (500-1)	1480-1 451 (500-1)	1480-1½ 451 (500-1½)	NA

FAF to MAP 9.1 NM

Knots	60	90	120	150	180
Min:Sec	9:06	6:04	4:33	3:38	3:02

SC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4210
040°	TDZE	4178
	Apt Elev	4178

RNAV (GPS) RWY 4

BOISE CITY (17K)

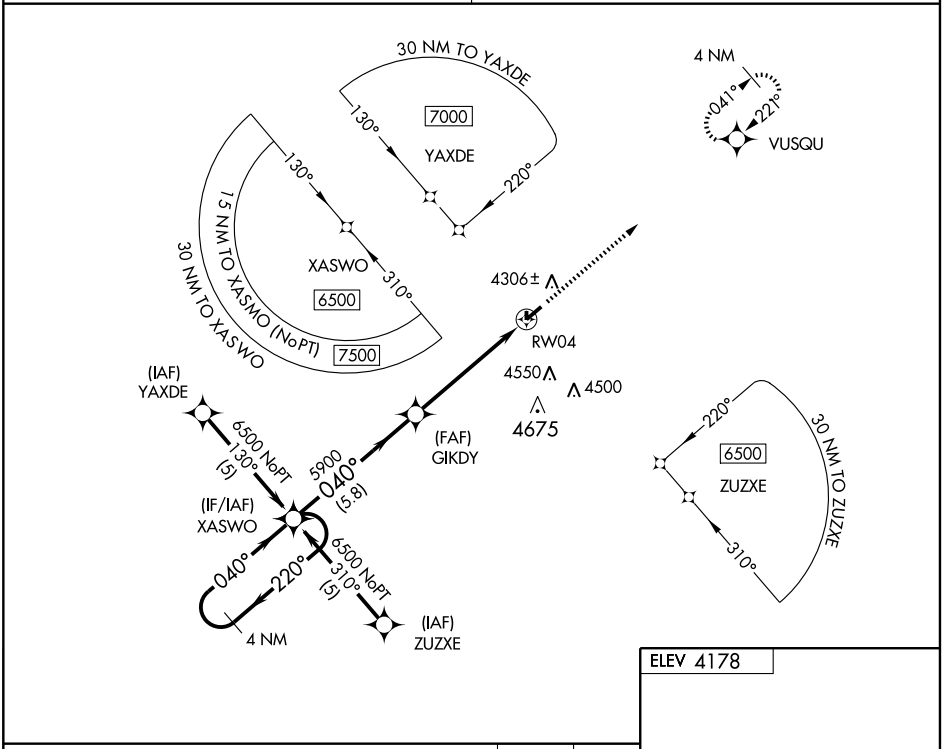
Use Dalhart, TX altimeter setting; when not received, procedure not authorized. GPS or RNP-0.3 required. DME/DME RNP-O.3 NA.

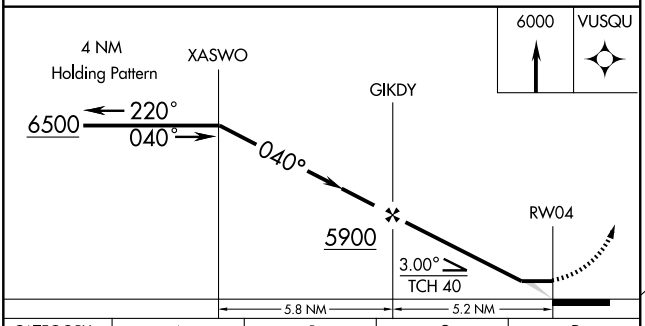
NA

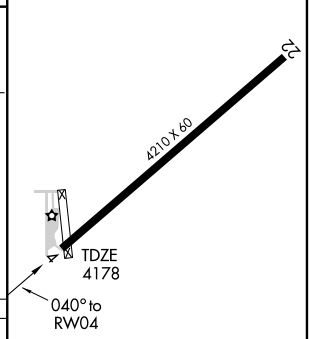
MISSED APPROACH: Climb to 6000 direct VUSQU and hold.

ALBUQUERQUE CENTER
127.85 285.475

CTAF 122.9 L







CATEGORY	A	B	C	D
LNAV MDA	4740-1	562 (600-1)	4740-1½ 562 (600-1½)	NA
CIRCLING	4740-1	562 (600-1)	4740-1½ 562 (600-1½)	NA

MIRL Rwy 4-22 L

SC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3400
176°	TDZE	848
	Apt Elev	851

RNAV (GPS) RWY 17

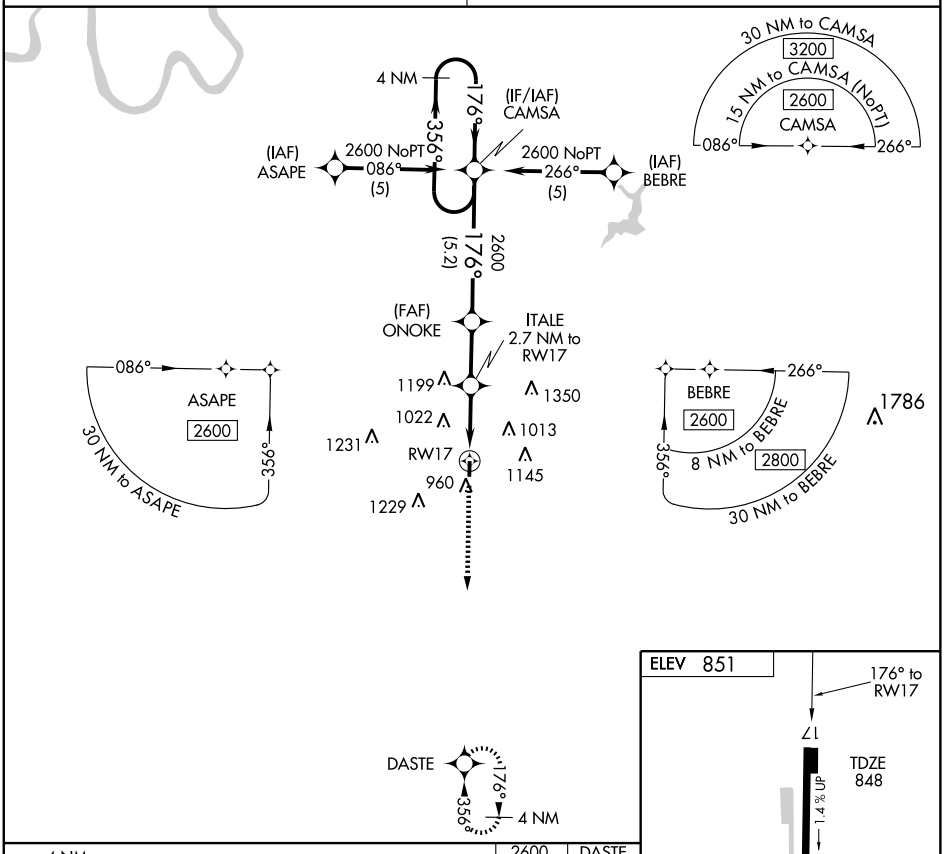
BRISTOW/JONES MEMORIAL (3F7)

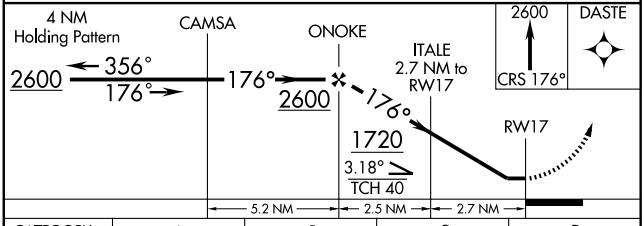
Use Tulsa International altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure NA at night.

NA

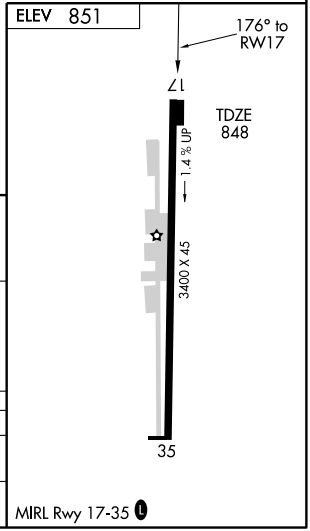
MISSED APPROACH: Climb to 2600 via 176° course to DASTE and hold.

KANSAS CITY CENTER	CTAF
128.8 354.1	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	1400-1	552 (600-1)	1400-1½ 552 (600-1½)	NA
CIRCLING	1420-1	569 (600-1)	1440-1½ 589 (600-1½)	NA



MIRL Rwy 17-35 L

SC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3400
356°	TDZE	851
	Apt Elev	851

RNAV (GPS) RWY 35

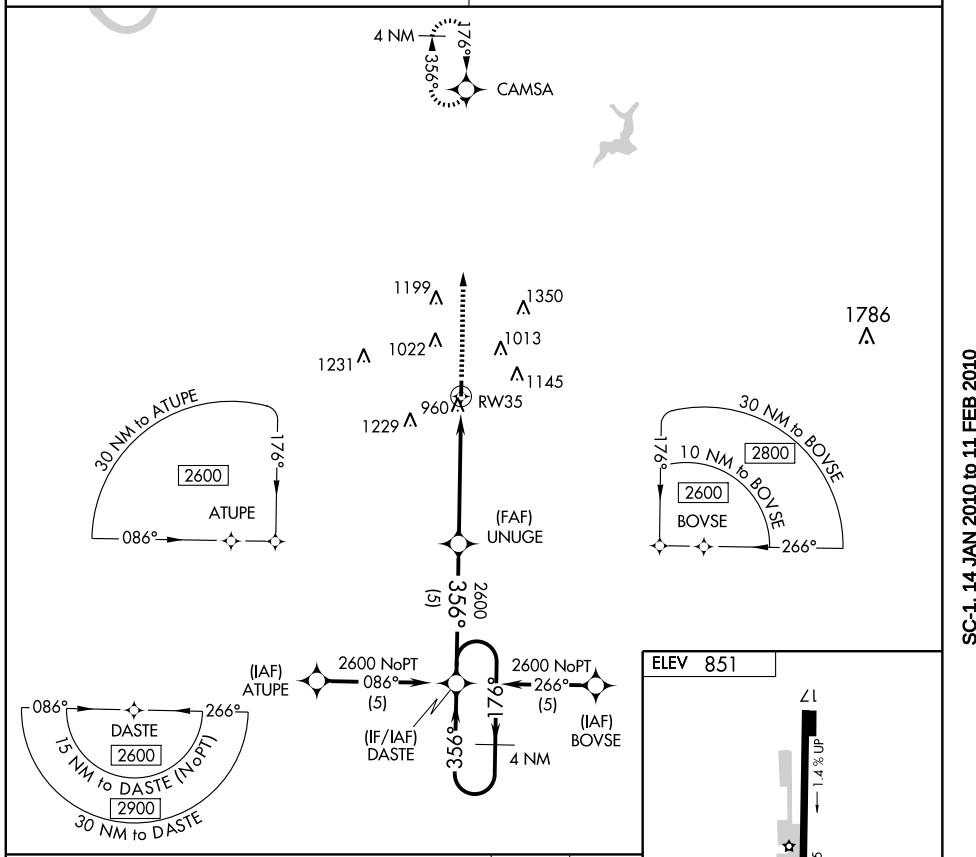
BRISTOW/ JONES MEMORIAL (3F7)

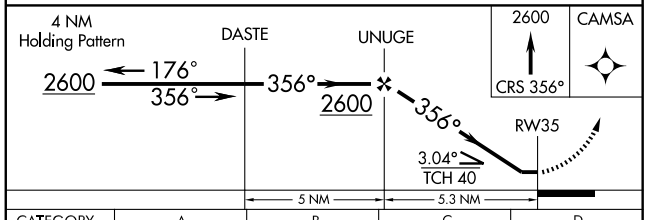
Use Tulsa International altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure NA at night.

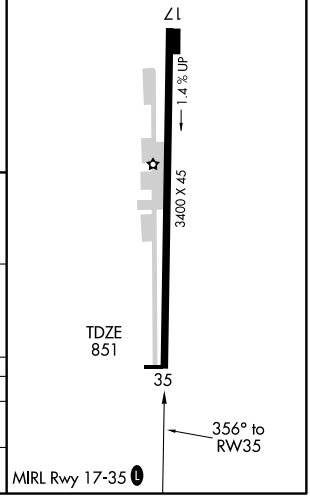
NA

MISSED APPROACH: Climb to 2600 via 356° course to CAMSA and hold.

KANSAS CITY CENTER	CTAF
128.8 354.1	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	1380-1	529 (600-1)	1380-1½ 529 (600-1½)	NA
CIRCLING	1420-1	569 (600-1)	1440-1½ 589 (600-1½)	NA

SC-1, 14 JAN 2010 to 11 FEB 2010

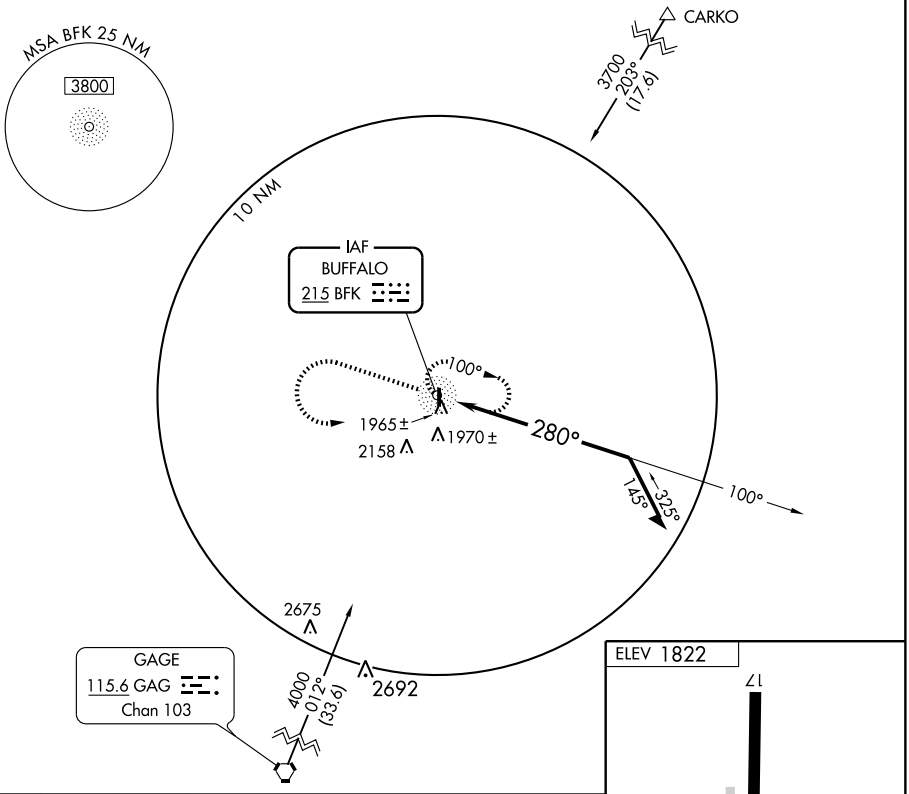
NDB BFK 215	APP CRS 280°	Rwy Idg N/A TDZE N/A Apt Elev 1822

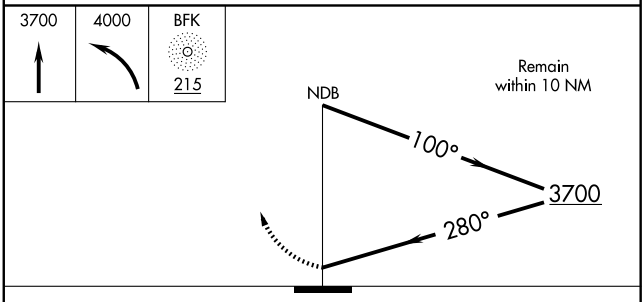
NDB-A
BUFFALO MUNI (BFK)

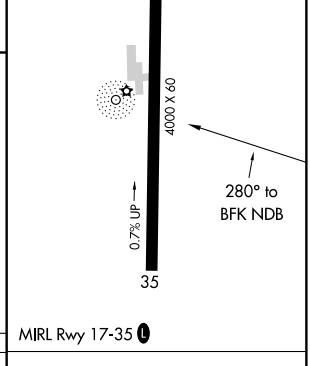
NA Use Woodward/West Woodward altimeter setting; if not received, procedure not authorized.

MISSED APPROACH: Climb to 3700 then left climbing turn to 4000 direct BFK NDB and hold.

AWOS-3	KANSAS CITY CENTER	CTAF
118.425	126.95 379.2	122.9 L







MIRL Rwy 17-35 L

CATEGORY	A	B	C	D
CIRCLING	2460-1	638 (700-1)	2460-1¾ 638 (700-1¾)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4000
172°	TDZE	1822
	Apt Elev	1822

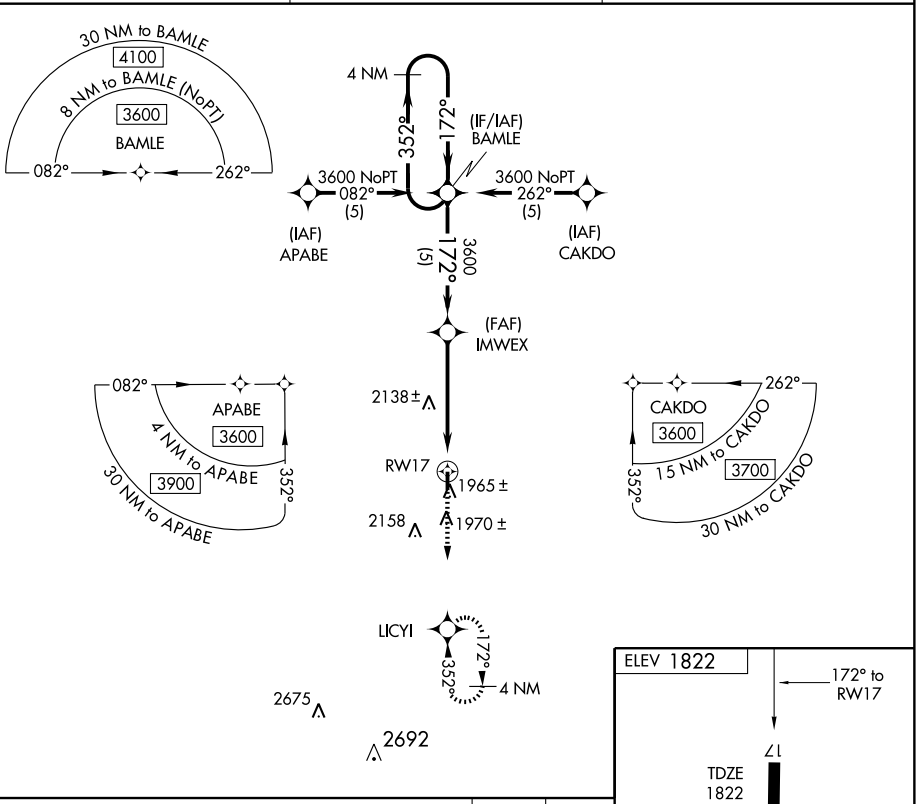
RNAV (GPS) RWY 17

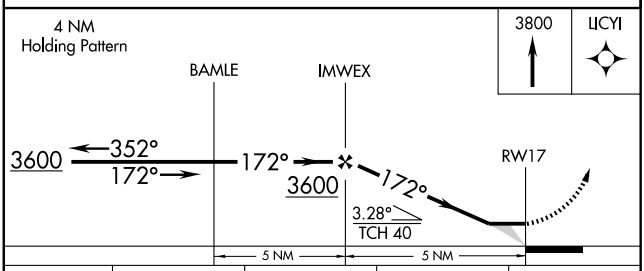
BUFFALO MUNI (BFK)

NA DME/DME RNP-0.3 NA. Use Woodward/West Woodward altimeter setting; if not received, procedure not authorized.

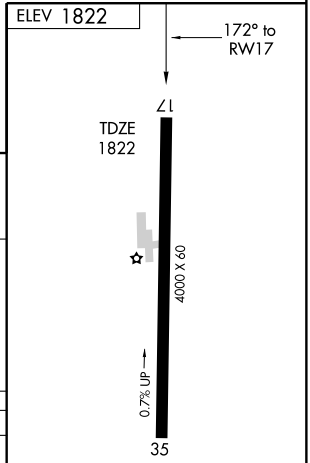
MISSED APPROACH: Climb to 3800 direct LICYI WP and hold.

AWOS-3	KANSAS CITY CENTER	CTAF
118.425	126.95 379.2	122.9 (L)





CATEGORY	A	B	C	D
LNAV MDA	2500-1	678 (700-1)	2500-2 678 (700-2)	NA
CIRCLING	2500-1	678 (700-1)	2500-2 678 (700-2)	NA



MIRL Rwy 17-35 (L)

SC-1, 14 JAN 2010 to 11 FEB 2010

NDB CQB	APP CRS	Rwy Idg	4000
396	003°	TDZE	984
		Apt Elev	984

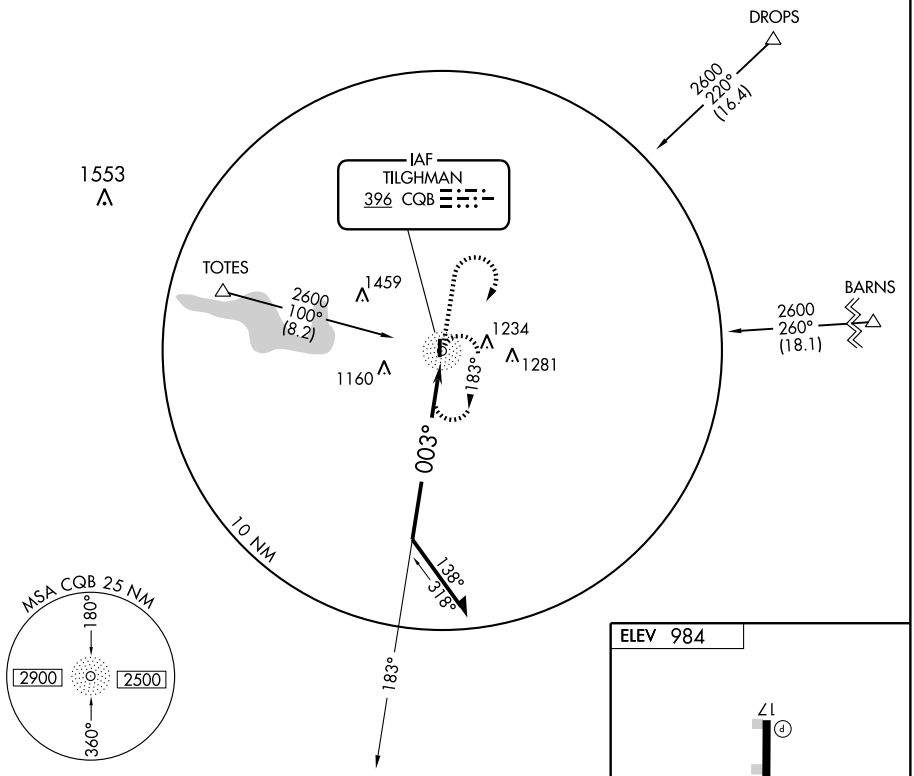
NDB RWY 35
CHANDLER RGNL (CQB)

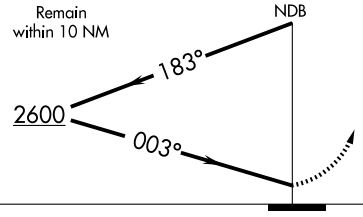
▼ If local altimeter setting not received, use Shawnee Rgnl altimeter setting and increase all MDAs 80 feet.

NA

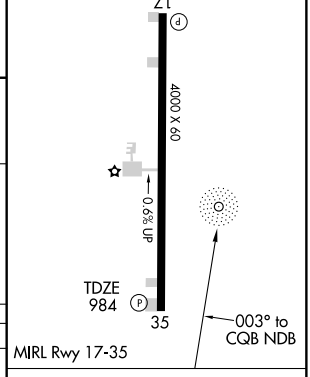
MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 direct CQB NDB and hold.

AWOS-3	KANSAS CITY CENTER	CTAF
119.275	128.3 291.7	122.9





2000	2600	CQB 396



CATEGORY	A	B	C	D
S-35	1420-1 436 (500-1)		1420-1¼ 436 (500-1¼)	NA
CIRCLING	1420-1 436 (500-1)	1440-1 456 (500-1)	1540-1½ 556 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-1, 14 JAN 2010 to 11 FEB 2010

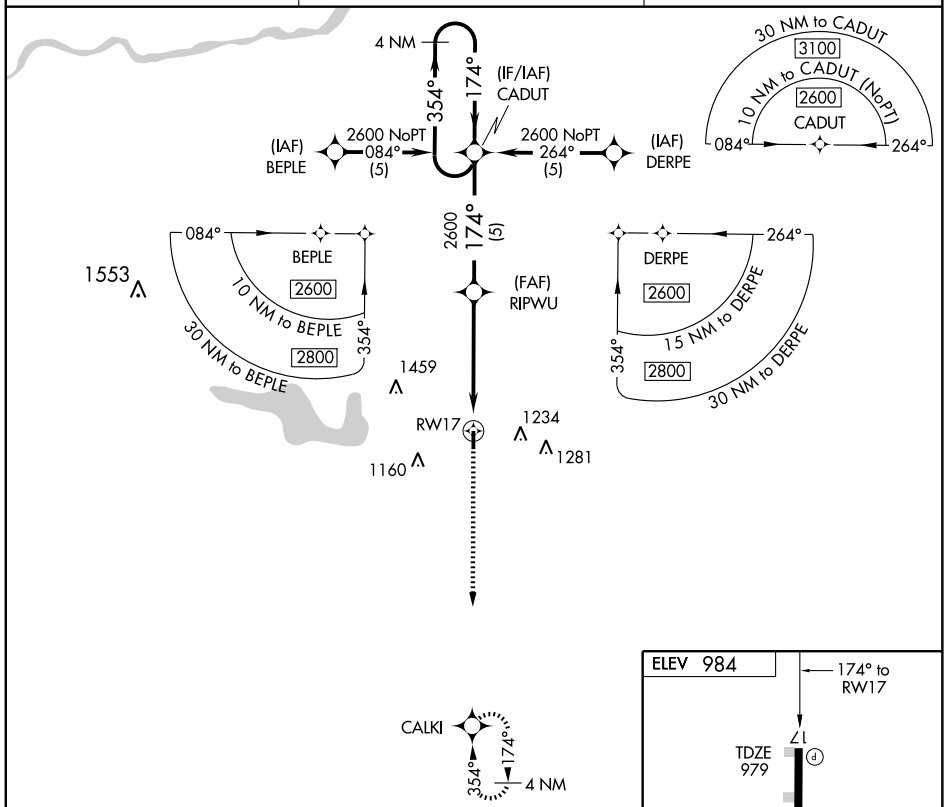
APP CRS	Rwy Idg	4000
174°	TDZE	979
	Apt Elev	984

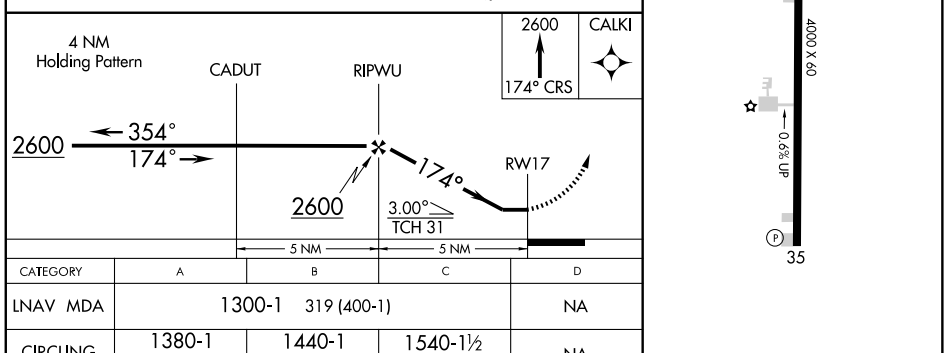
RNAV (GPS) RWY 17
CHANDLER RGNL (CQB)

If local altimeter setting not received, use Shawnee Rgnl altimeter setting and increase all MDAs 80 feet. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 via 174° course to CALKI WP and hold.

AWOS-3	KANSAS CITY CENTER	CTAF
119.275	128.3 291.7	122.9





CATEGORY	A	B	C	D
LNAV MDA	1300-1 319 (400-1)			NA
CIRCLING	1380-1 396 (400-1)	1440-1 456 (500-1)	1540-1½ 556 (600-1½)	NA

MIRL Rwy 17-35

SC-1, 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 35

CHANDLER RGNL (CQB)

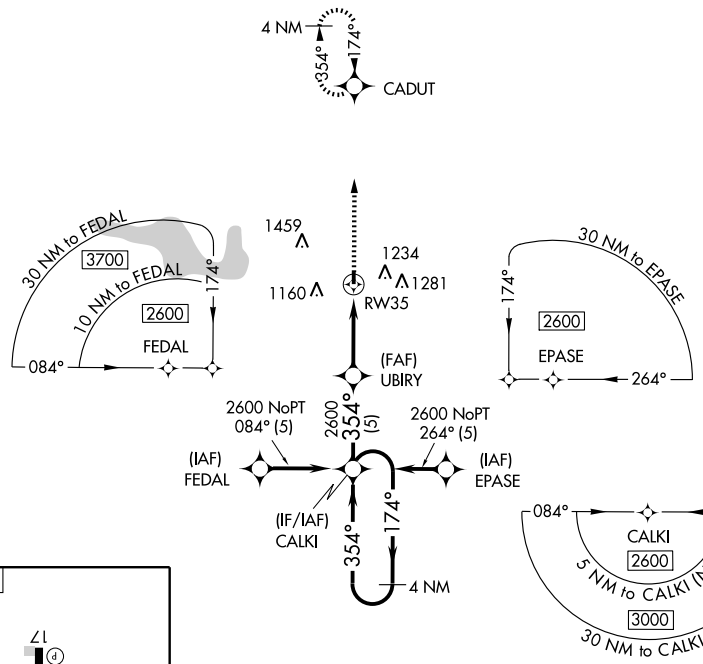
APP CRS	Rwy Idg	4000
354°	TDZE	984
	Apt Elev	984

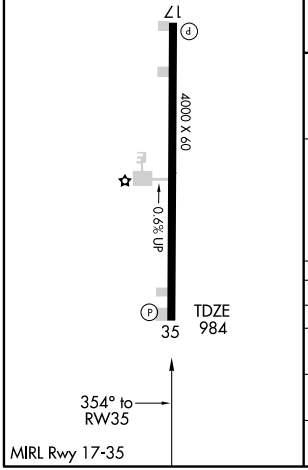
If local altimeter setting not received, use Shawnee Rgnl altimeter setting and increase all DAs/MDAs 80 feet. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA BARO-VNAV NA below -16°C (4°F). BARO VNAV and VDP NA with Shawnee Rgnl altimeter setting.

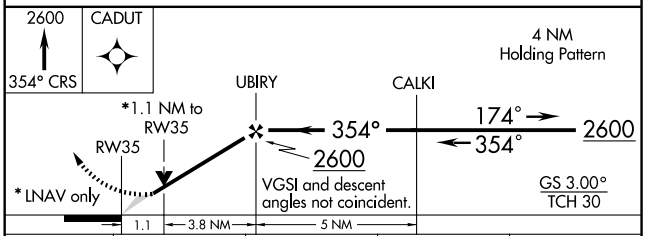
NA

MISSED APPROACH: Climb to 2600 via 354° course to CADUT WP and hold.

AWOS-3	KANSAS CITY CENTER	CTAF
119.275	128.3 291.7	122.9





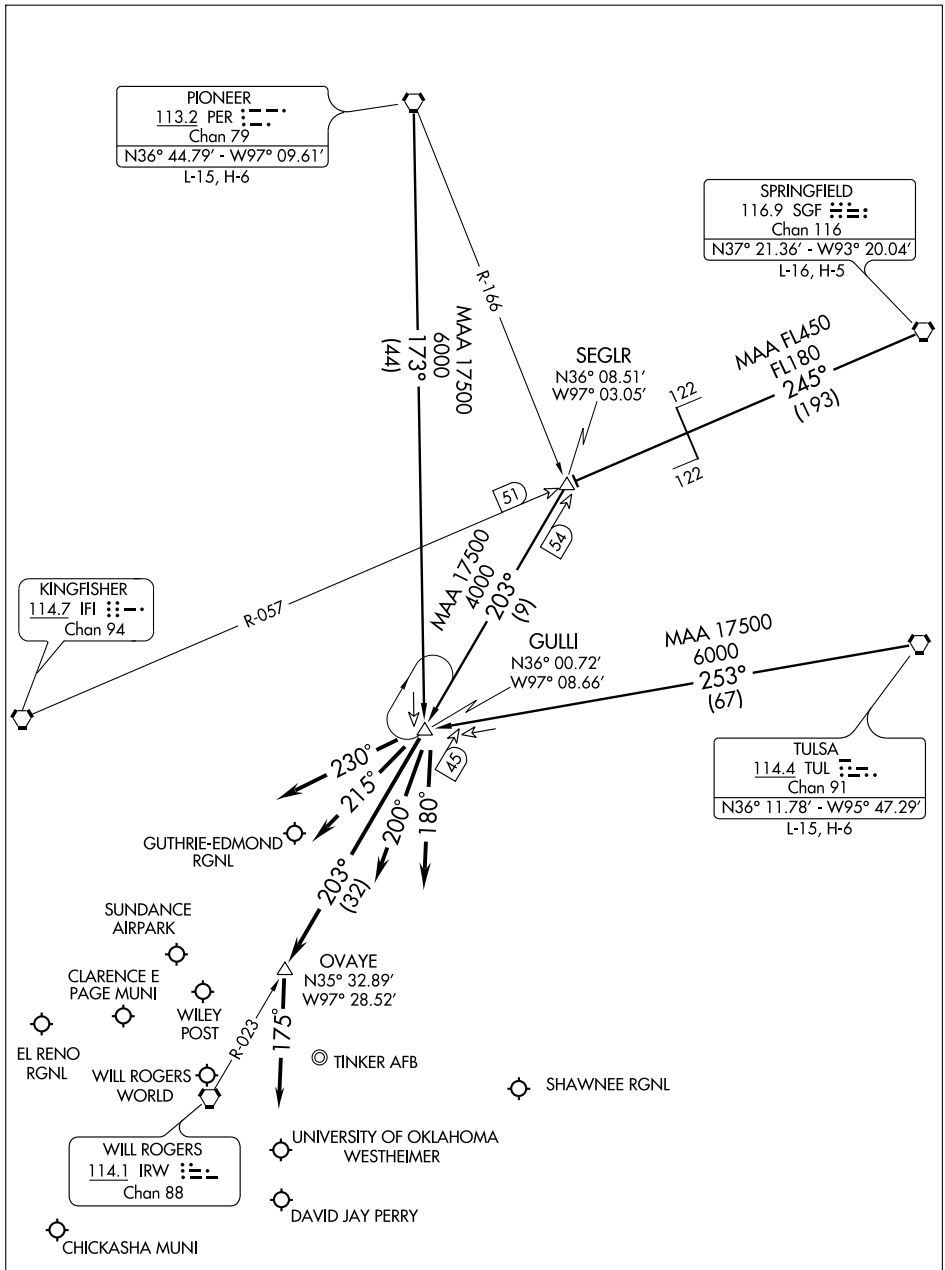


CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1300-1¼ 316 (400-1¼)			NA
LNAV MDA	1300-1 316 (400-1)			NA
CIRCLING	1380-1¼ 396 (400-1¼)	1440-1¼ 456 (500-1¼)	1540-1½ 556 (600-1½)	NA

SC-1, 14 JAN 2010 to 11 FEB 2010

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA



NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

GULLI ONE ARRIVAL (GULLI.GULLI1)

ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .
SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .
TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

SC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5101
172°	TDZE	1149
	Apt Elev	1150

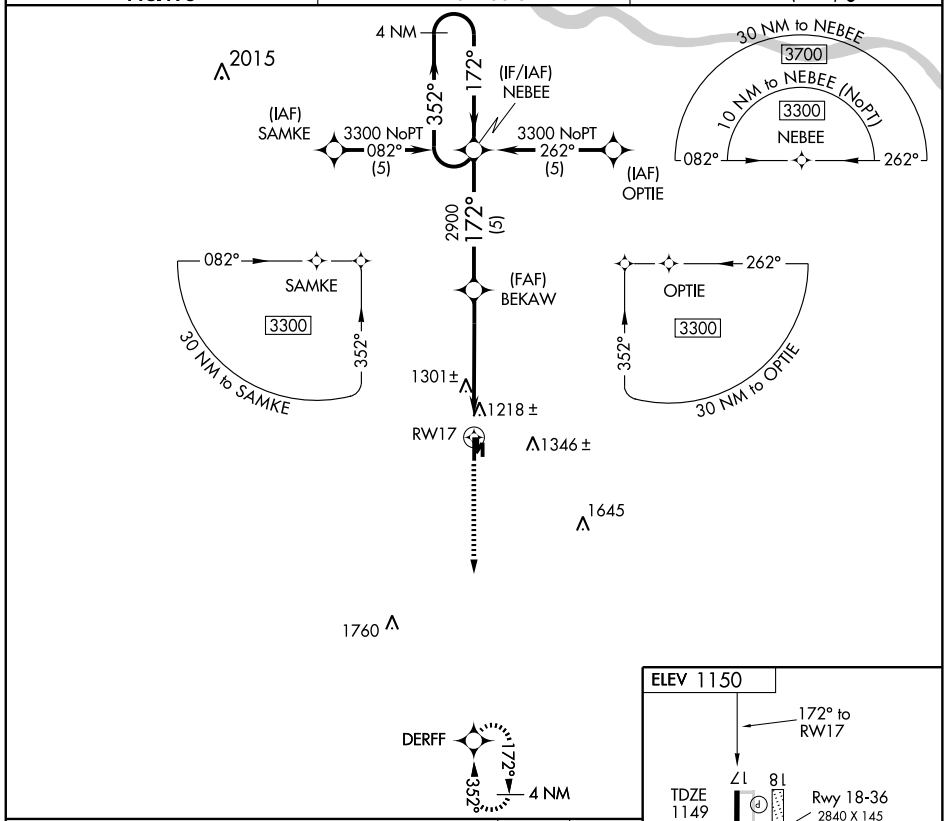
RNAV (GPS) RWY 17

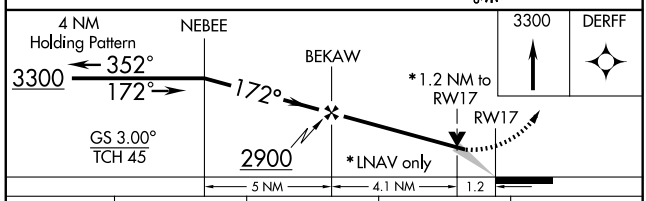
CHICKASHA MUNI (CHK)

⚠ NA BARO-VNAV NA below -17°C (+2°F). If local altimeter not received; use Oklahoma City/Will Rogers World altimeter setting and increase all DAs/MDAs 80 feet and all LNAV/VNAV visibilities ½ mile. BARO-VNAV and VDP NA when using Oklahoma City/Will Rogers World altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

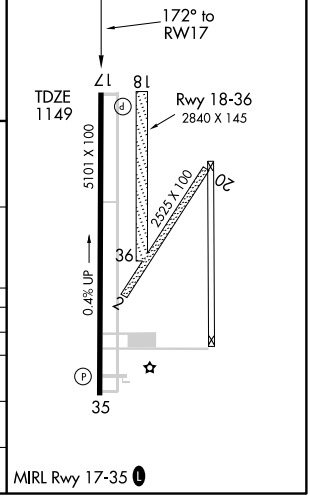
MISSED APPROACH: Climb to 3300 direct DERFF WP and hold.

AWOS-3	OKE CITY APP CON	UNICOM
118.175	124.6 266.8	123.0 (CTAF) L





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1480-1¼ 331 (400-1¼)			NA
LNAV MDA	1560-1 411 (500-1)		1560-1¼ 411 (500-1¼)	NA
CIRCLING	1560-1¼ 410 (500-1¼)	1600-1¼ 450 (500-1¼)	1620-1½ 470 (500-1½)	NA



SC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5101
352°	TDZE	1138
	Apt Elev	1150

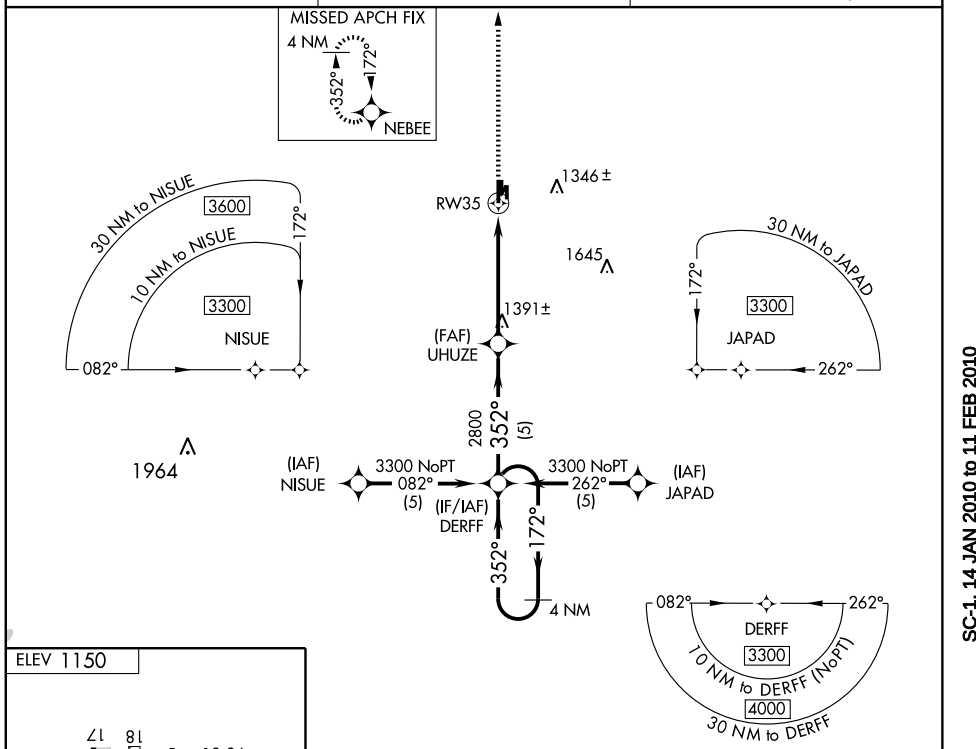
RNAV (GPS) RWY 35

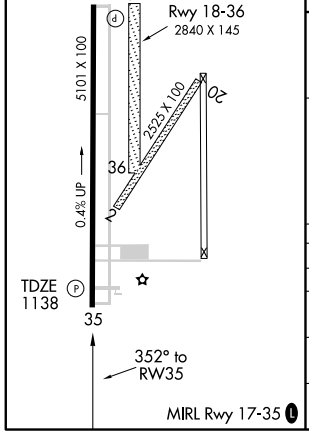
CHICKASHA MUNI (CHK)

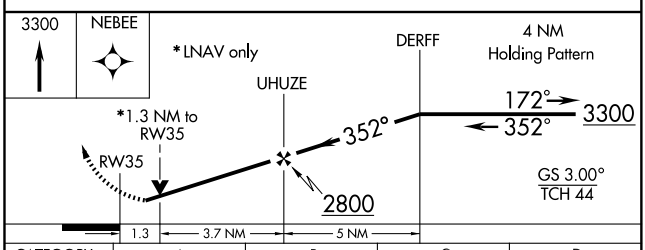
NA	MISSED APPROACH: Climb to 3300 direct NEBEE WP and hold.

Baro-VNAV NA below -17°C (1°F). If local altimeter not received; use Oklahoma City/Will Rogers World altimeter setting and increase all DAs/MDAs 80 feet. Baro-VNAV and VDP NA when using Oklahoma City/Will Rogers World altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

AWOS-3	OKE CITY APP CON	UNICOM
118.175	124.6 266.8	123.0 (CTAF) L







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1440-1 302 (300-1)			NA
LNAV MDA	1580-1 442 (500-1)		1580-1¼ 442 (500-1¼)	NA
CIRCLING	1580-1 430 (500-1)	1600-1 450 (500-1)	1620-1½ 470 (500-1½)	NA

SC-1, 14 JAN 2010 to 11 FEB 2010

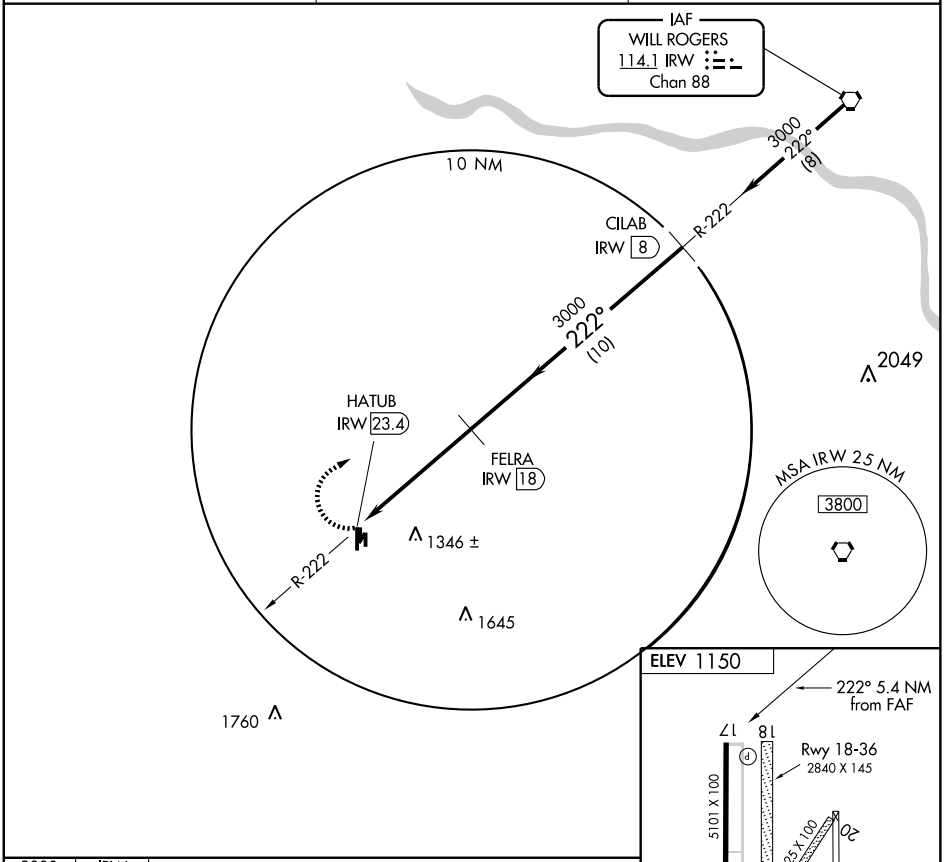
VORTAC IRW	APP CRS	Rwy Idg	N/A
114.1	222°	TDZE	N/A
Chan 88		Apt Elev	1150

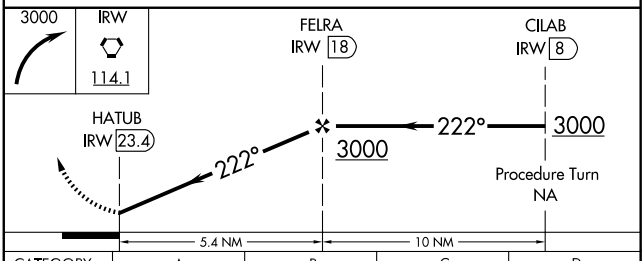
VOR/DME-A
CHICKASHA MUNI (CHK)

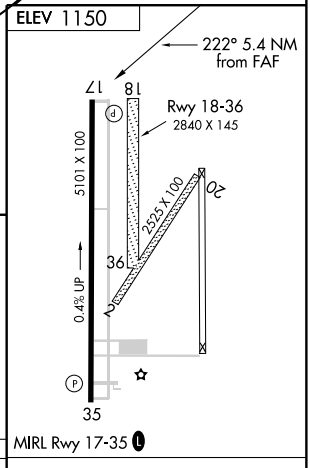
⚠ NA — If local altimeter not received; use Oklahoma City/Will Rogers World altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn to 3000 direct IRW VORTAC.

AWOS-3	OKE CITY APP CON	UNICOM
118.175	124.6 266.8	123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1660-1 510 (600-1)	1660-1¼ 510 (600-1¼)	1660-1½ 510 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-1, 14 JAN 2010 to 11 FEB 2010

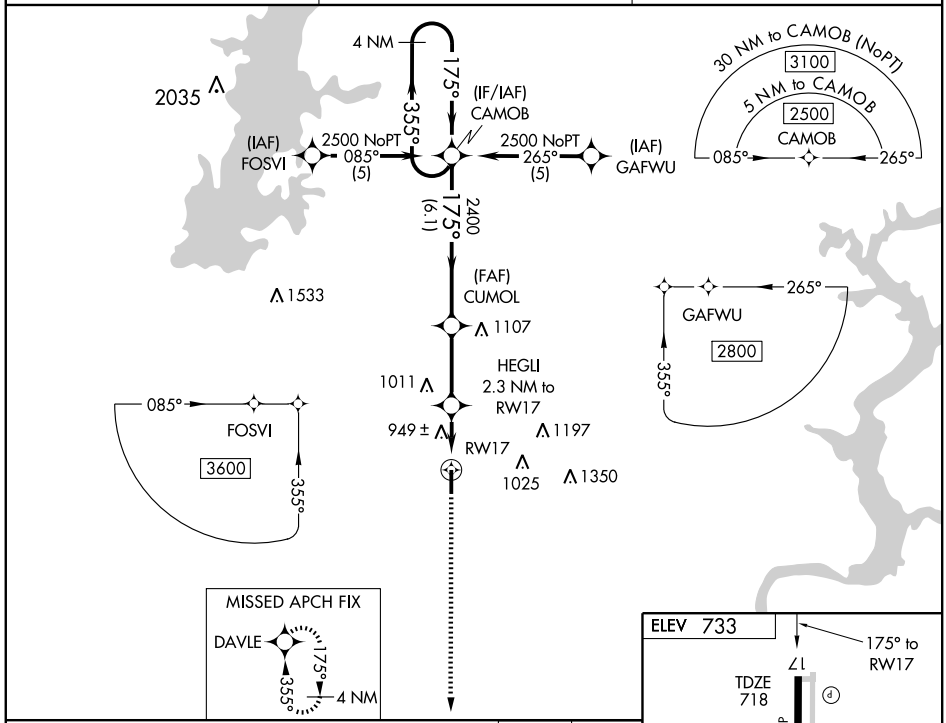
WAAS CH 63214 W17A	APP CRS 175°	Rwy Idg 5200 TDZE 718 Apt Elev 733

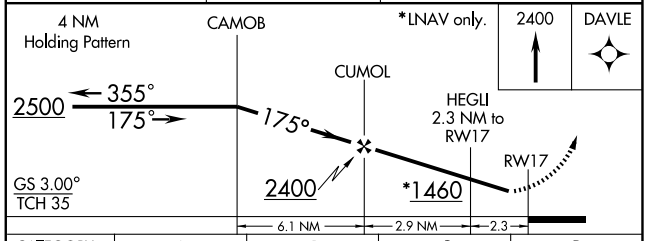
RNAV (GPS) RWY 17
CLAREMORE RGNL (GCM)

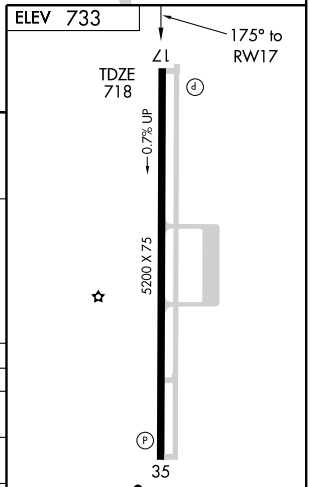
Baro-VNAV NA when using Tulsa Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DA 56 feet and all MDA 60 feet; increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2400 direct DAVLE and hold.

AWOS-3	TULSA APP CON	UNICOM
119.925	119.1 351.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	968-1 250 (300-1)			NA
LNAV/VNAV DA	1281-2 563 (600-2)			NA
LNAV MDA	1200-1 482 (500-1)		1200-1¼ 482 (500-1¼)	NA
CIRCLING	1260-1 527 (600-1)		1260-1½ 527 (600-1½)	NA

MIRL Rwy 17-35 L
REIL Rwys 17 and 35

SC-1, 14 JAN 2010 to 11 FEB 2010

CLAREMORE, OKLAHOMA AL-9113 (FAA)

WAAS	APP CRS	Rwy Idg	5200
CH 99714	355°	TDZE	733
W35A		Apt Elev	733

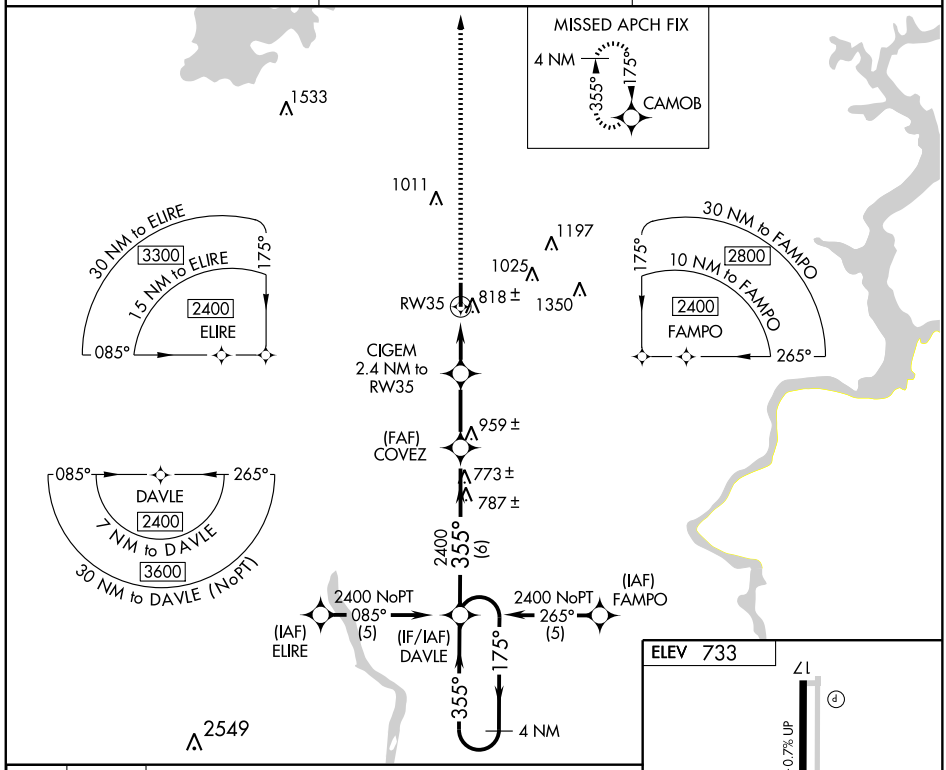
RNAV (GPS) RWY 35

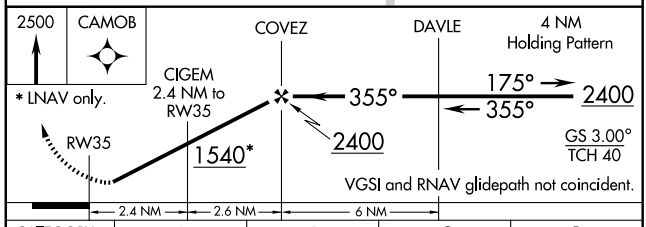
CLAREMORE RGNL (GCM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Tulsa Intl altimeter setting. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DA 56 feet and all MDA 60 feet; increase LNAV Cat C visibility ¼ mile.

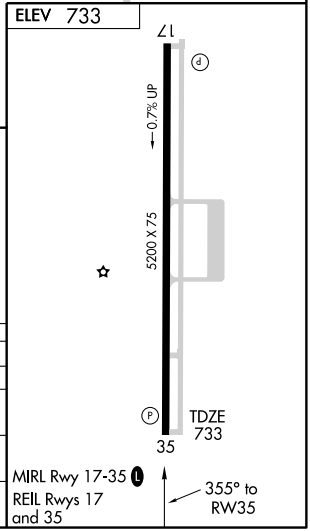
MISSED APPROACH: Climb to 2500 direct CAMOB and hold.

AWOS-3	TULSA APP CON	UNICOM
119.925	119.1 351.8	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	983-1 250 (300-1)			NA
LNAV/VNAV DA	1052-1¼ 319 (400-1¼)			NA
LNAV MDA	1200-1 467 (500-1)		1200-1¼ 467 (500-1¼)	NA
CIRCLING	1260-1 527 (600-1)		1260-1½ 527 (600-1½)	NA



SC-1, 14 JAN 2010 to 11 FEB 2010

VORTAC TUL	APP CRS	Rwy Idg	N/A
114.4	240°	TDZE	N/A
Chan 91		Apt Elev	733

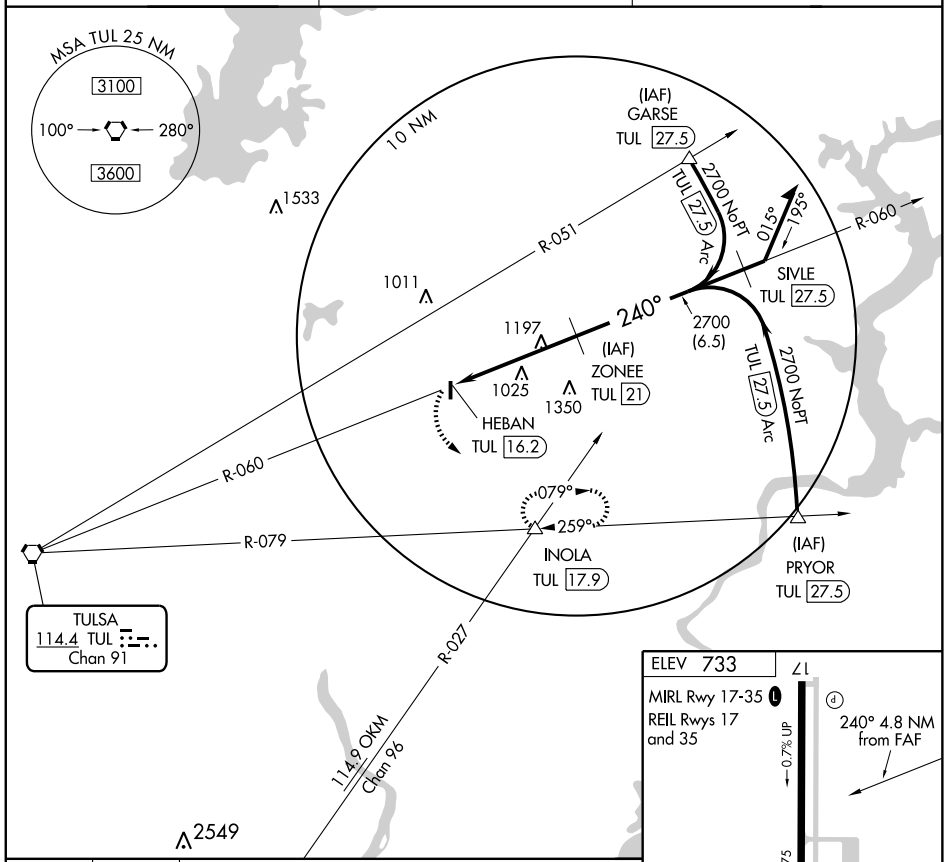
VOR/DME-A

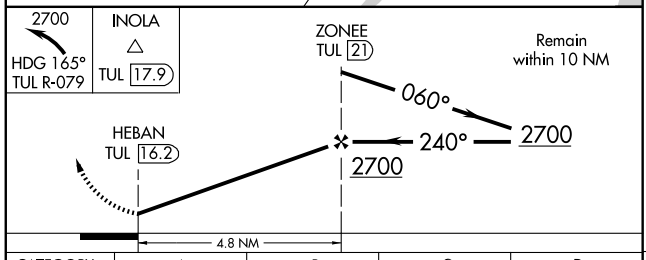
CLAREMORE RGNL (GCM)

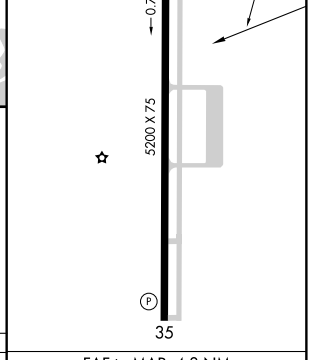
If local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 2700 via heading 165° and TUL R-079 to INOLA Int/TUL 17.9 DME and hold.

AWOS-3	TULSA APP CON	UNICOM
119.925	119.1 351.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1620-1¼	887 (900-1¼)	1620-2¾	NA
			887 (900-2¾)	

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SC-1, 14 JAN 2010 to 11 FEB 2010

VORTAC TUL 114.4 Chan 91	APP CRS 060°	Rwy Idg N/A TDZE N/A Apt Elev 733

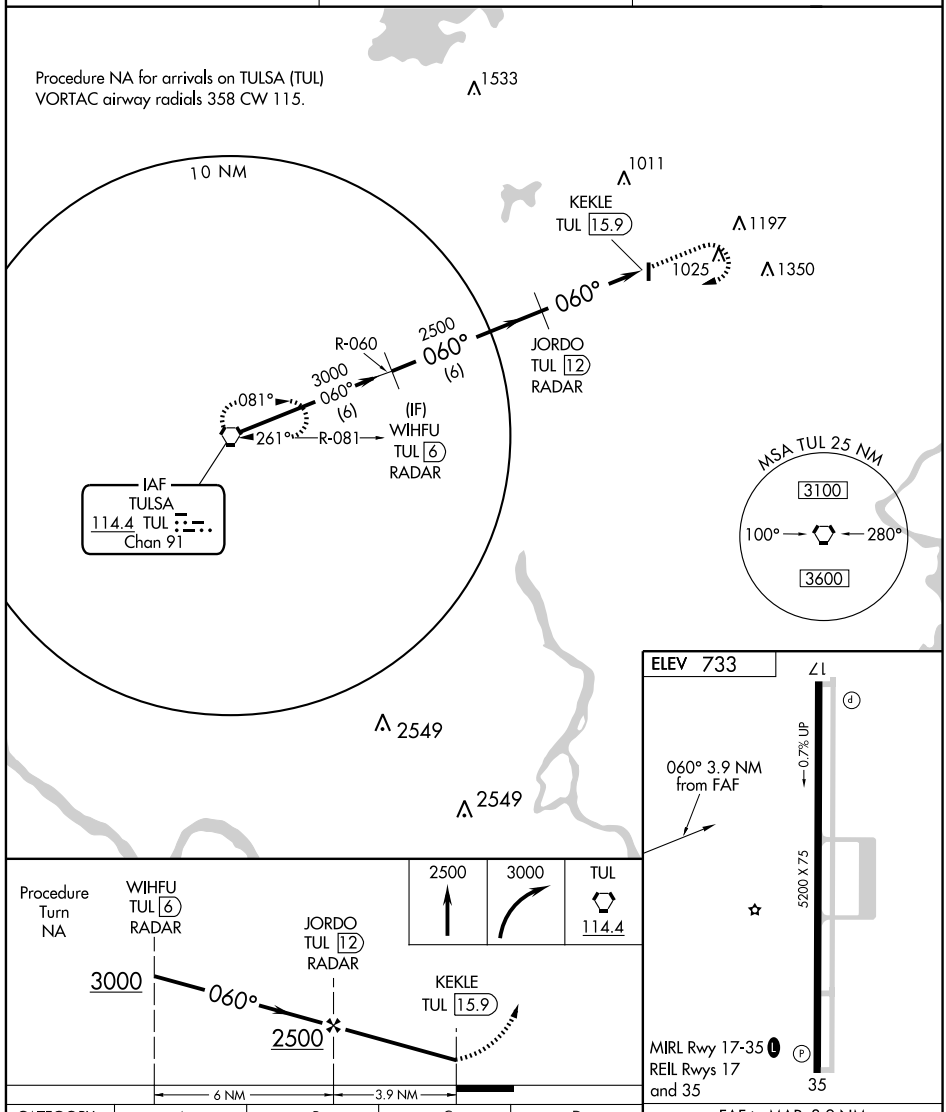
VOR/DME-B
CLAREMORE RGNL (GCM)

If local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct TUL VORTAC and hold.

AWOS-3	TULSA APP CON	UNICOM
119.925	119.1 351.8	122.7 (CTAF) L

Procedure NA for arrivals on TULSA (TUL) VORTAC airway radials 358 CW 115.



CATEGORY	A	B	C	D
CIRCLING	1260-1 527 (600-1)		1260-1½ 527 (600-1½)	NA

FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

SC-1, 14 JAN 2010 to 11 FEB 2010

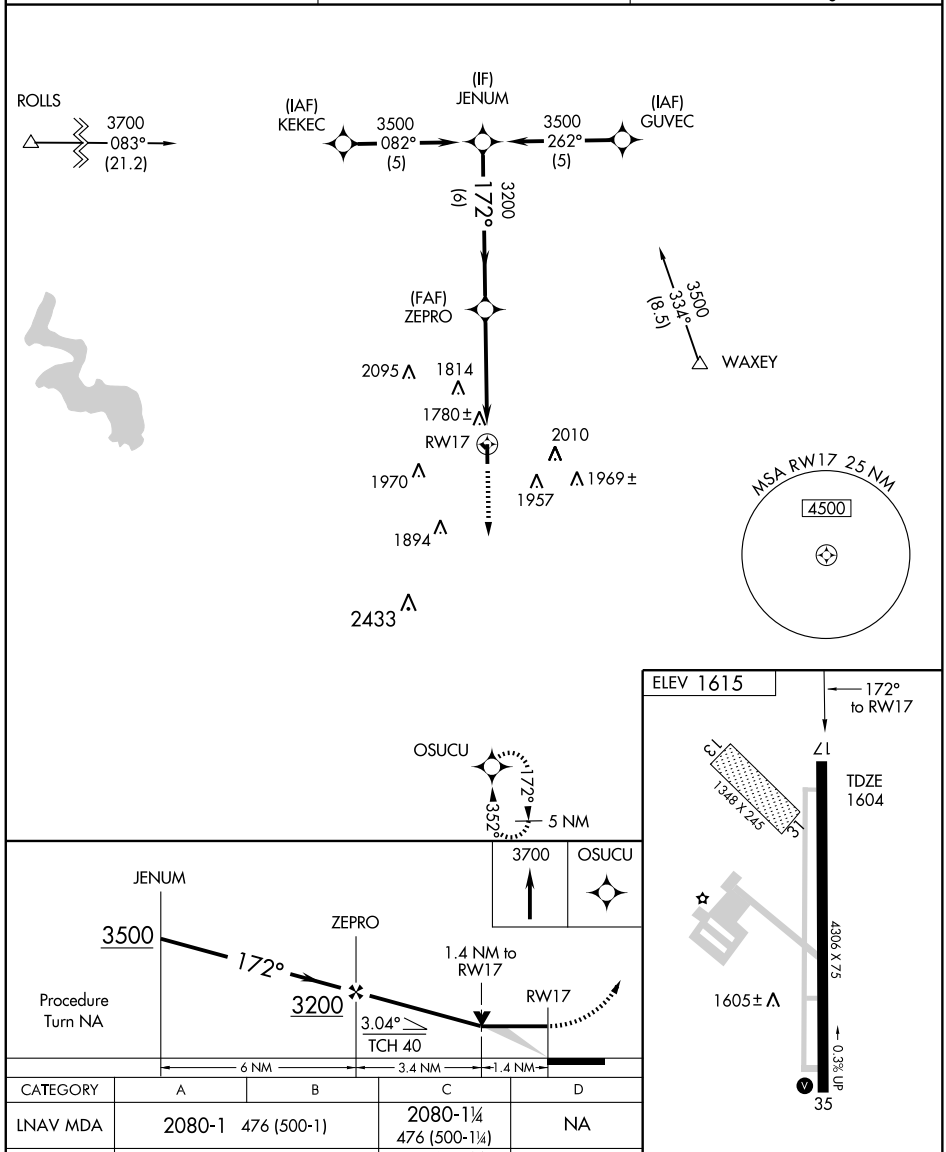
APP CRS	Rwy Idg	4306
172°	TDZE	1604
	Apt Elev	1615

RNAV (GPS) RWY 17
CLINTON RGNL (CLK)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Hobart altimeter setting and increase all MDAs 100 feet. VDP NA with Hobart altimeter setting.

MISSED APPROACH: Climb to 3700 direct OSUCU and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
119.225	128.4 269.375	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	2080-1	476 (500-1)	2080-1¼ 476 (500-1¼)	NA
CIRCLING	2140-1	525 (600-1)	2240-1¾ 625 (700-1¾)	NA

MIRL Rwy 17-35 L

SC-1, 14 JAN 2010 to 11 FEB 2010

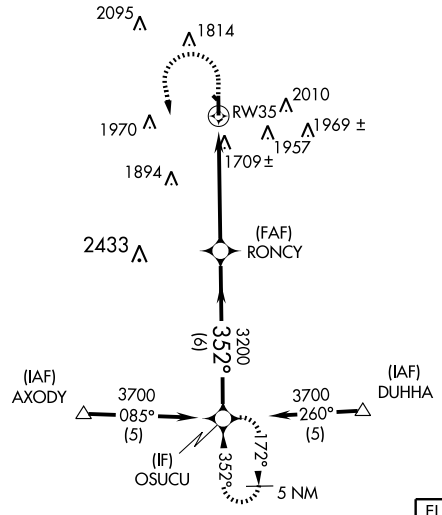
APP CRS	Rwy Idg	4306
352°	TDZE	1615
	Apt Elev	1615

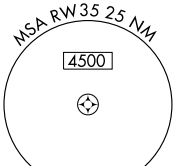
RNAV (GPS) RWY 35
CLINTON RGNL (CLK)

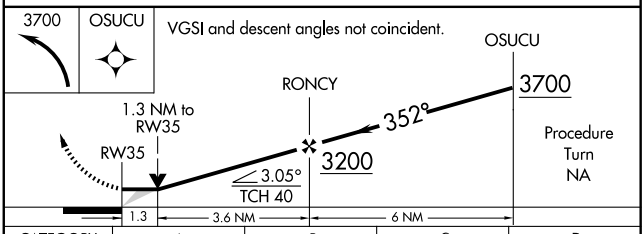
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Hobart altimeter setting and increase all MDAs 100 feet. VDP NA with Hobart altimeter setting.

MISSED APPROACH: Climbing left turn to 3700 direct OSUCU and hold.

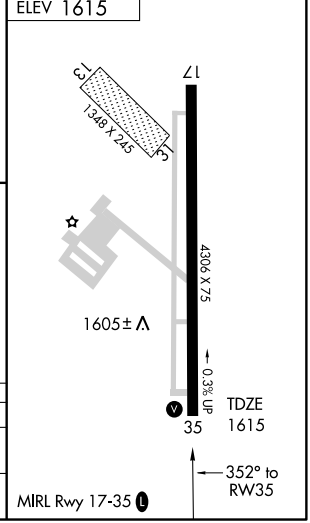
AWOS-3	FORT WORTH CENTER	UNICOM
119.225	128.4 269.375	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2020-1 405 (500-1)		2020-1¼ 405 (500-1¼)	NA
CIRCLING	2140-1 525 (600-1)		2240-1¾ 625 (700-1¾)	NA



SC-1, 14 JAN 2010 to 11 FEB 2010

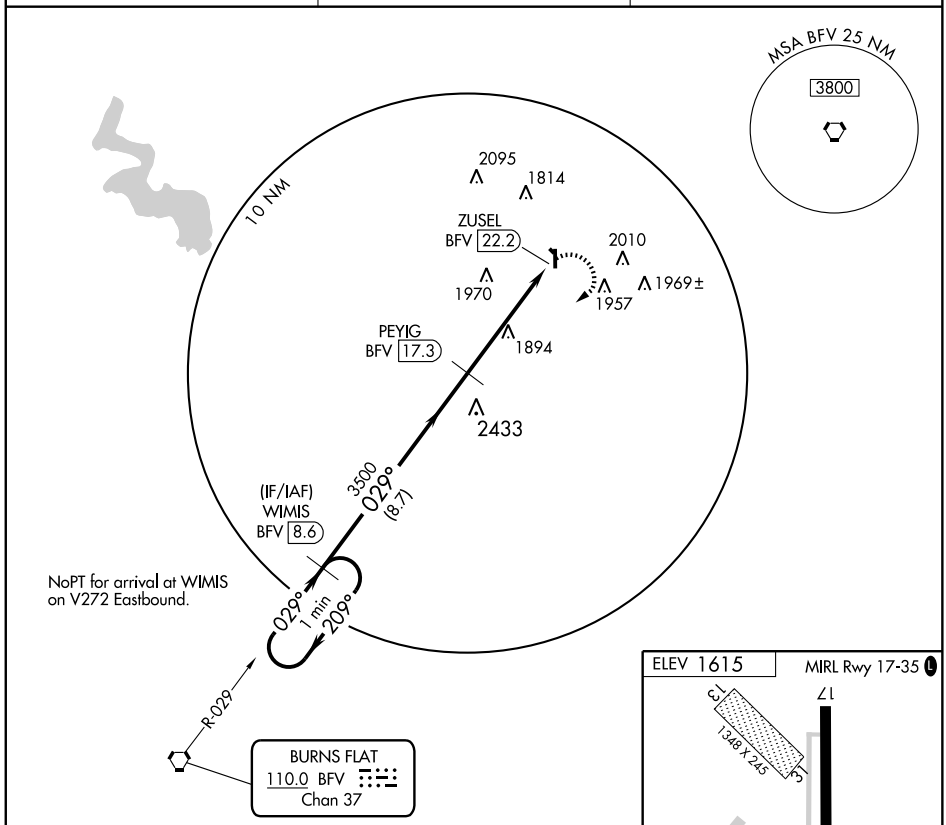
VORTAC BFV 110.0 Chan 37	APP CRS 029°	Rwy Idg N/A TDZE N/A Apt Elev 1615

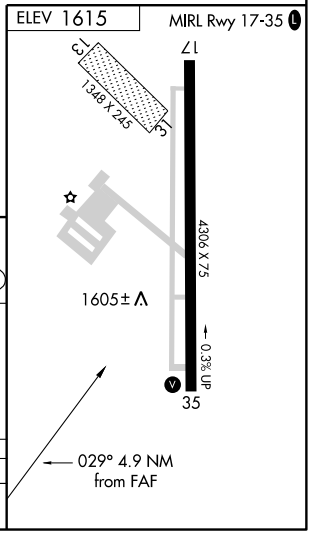
VOR/DME-A
CLINTON RGNL (CLK)

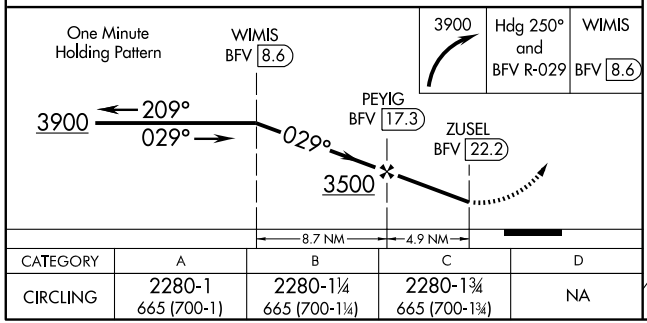
If local altimeter setting not received, use Hobart Rgnl altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climbing right turn to 3900 via heading 250° and BFV R-029 to WIMIS/BFV 8.6 DME and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
119.225	128.4 269.375	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	2280-1 665 (700-1)	2280-1¼ 665 (700-1¼)	2280-1¾ 665 (700-1¾)	NA

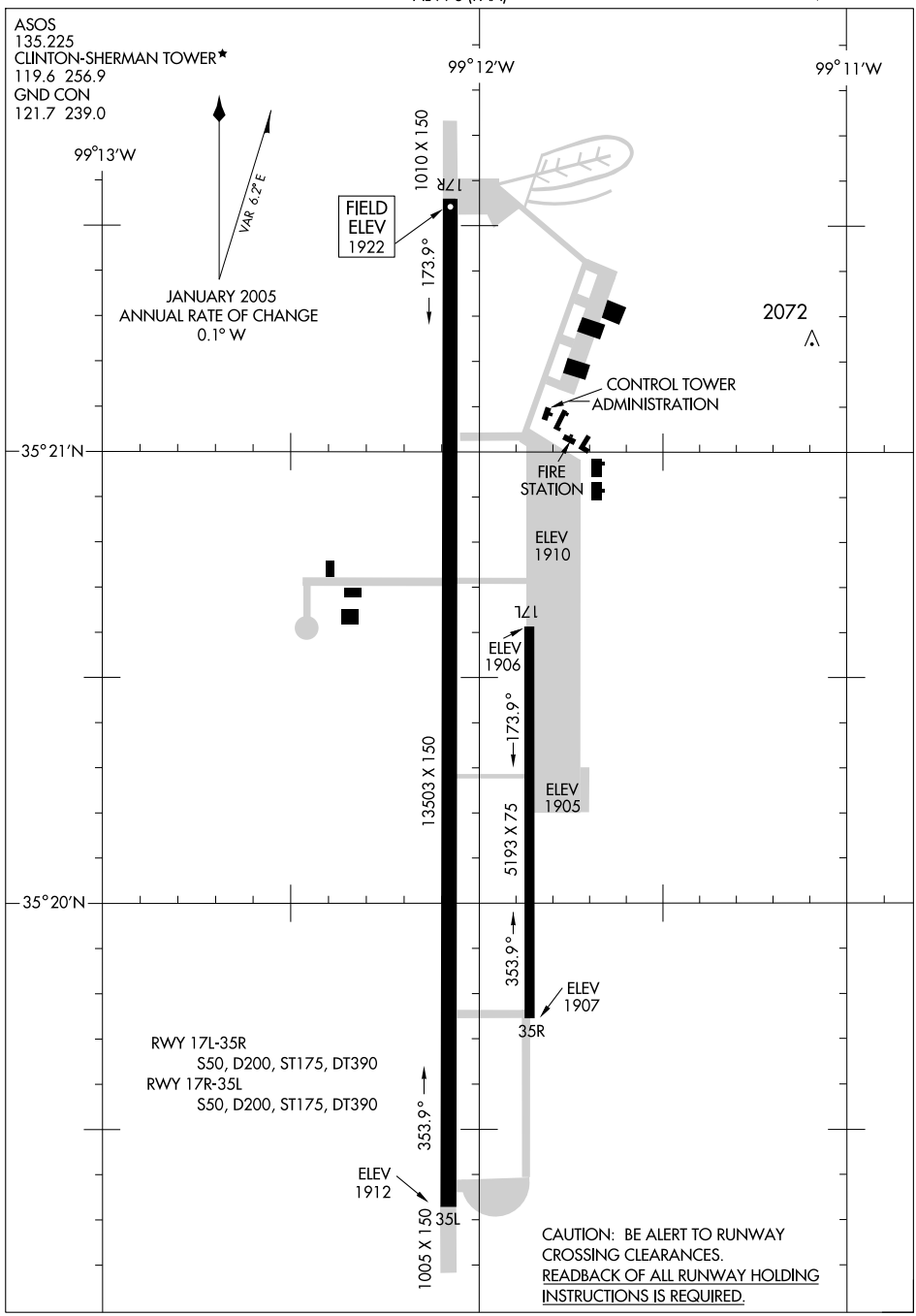
SC-1, 14 JAN 2010 to 11 FEB 2010

09183

AIRPORT DIAGRAM

AL-778 (FAA)

CLINTON-SHERMAN (CSM)
CLINTON, OKLAHOMA



SC-1, 14 JAN 2010 to 11 FEB 2010

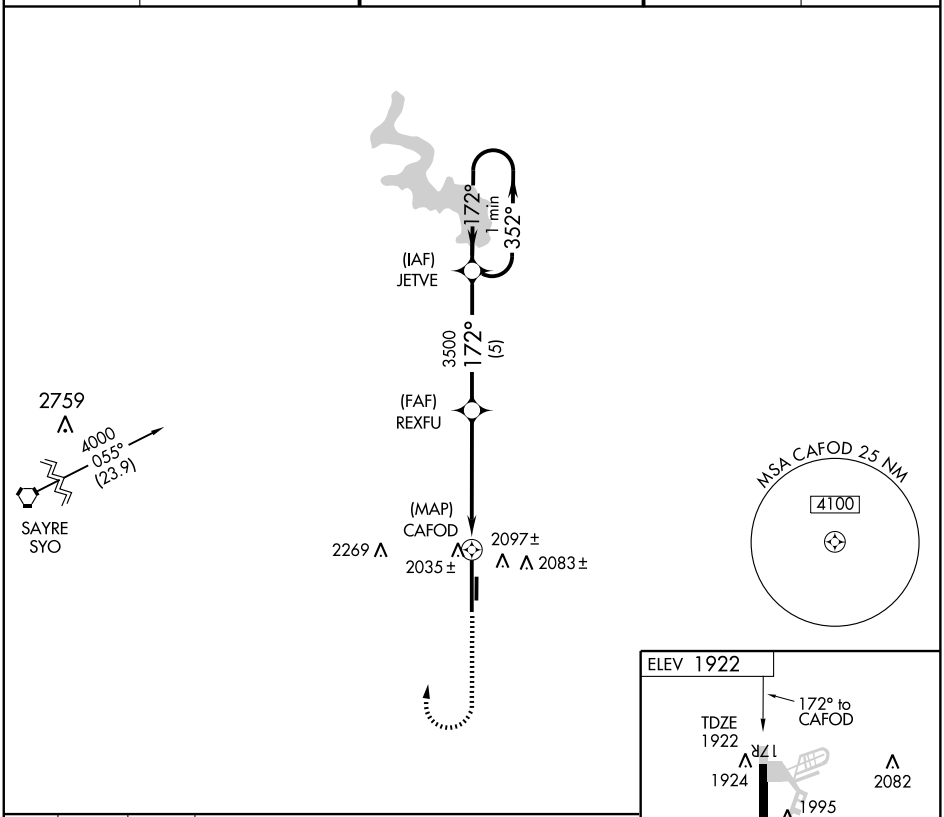
APP CRS	Rwy Idg	13503
172°	TDZE	1922
	Apt Elev	1922

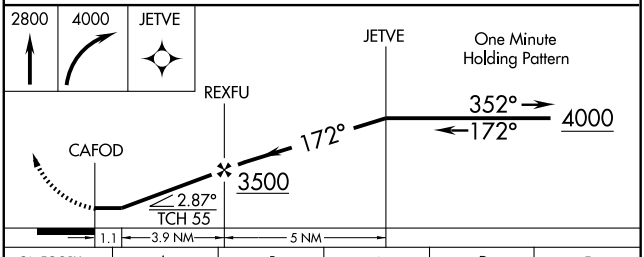
GPS RWY 17R
CLINTON-SHERMAN (CSM)

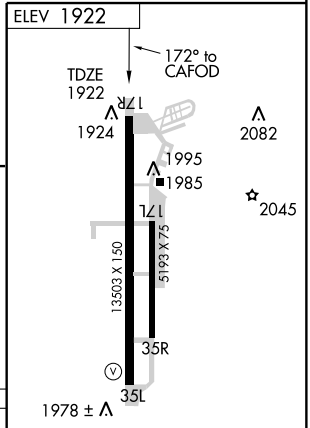
Circling not authorized east of Rwy 17R-35L.

MISSED APPROACH: Climb to 2800 then climbing right turn to 4000 direct JETVE and hold.

ASOS	FORT WORTH CENTER	CLINTON-SHERMAN TOWER ★	GND CON	UNICOM
135.225	128.4 269.375	119.6 (CTAF) L 256.9	121.7 239.0	122.95







CATEGORY	A	B	C	D	E
S-17R	2340-1	418 (500-1)	2340-1¼	418 (500-1¼)	2340-1½ 418 (500-1½)
CIRCLING	2400-1	478 (500-1)	2400-1½ 478 (500-1½)	2480-2 558 (600-2)	2620-2½ 698 (700-2½)

HIRL Rwy 17R-35L L

CLINTON, OKLAHOMA

AL-778 (FAA)

APP CRS	Rwy Idg	13503
355°	TDZE	1913
	Apt Elev	1922

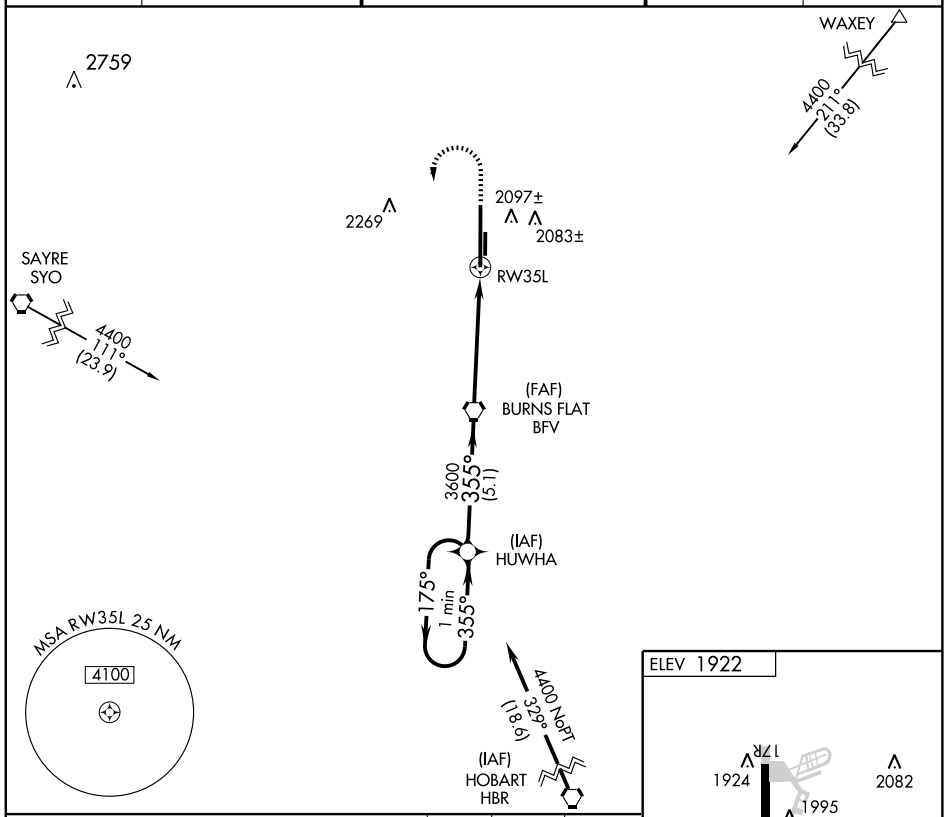
GPS RWY 35L

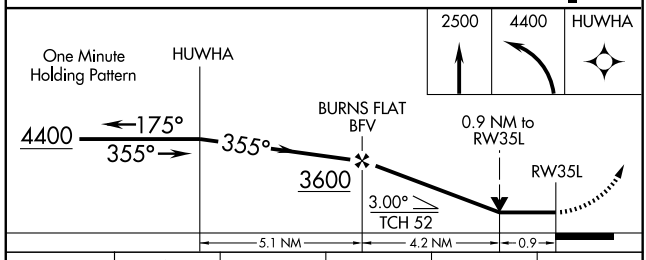
CLINTON-SHERMAN (CSM)

Circling not authorized east of Rwy 17R-35L.

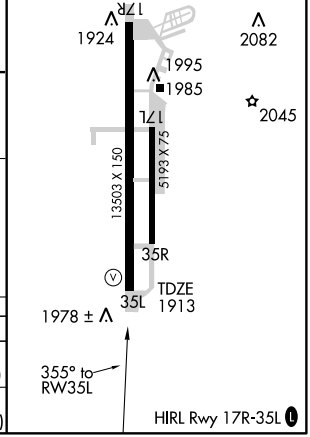
MISSED APPROACH: Climb to 2500 then climbing left turn to 4400 direct HUWHA and hold.

ASOS	FORT WORTH CENTER	CLINTON-SHERMAN TOWER ★	GND CON	UNICOM
135.225	128.4 269.375	119.6 (CTAF) Ⓛ 256.9	121.7 239.0	122.95





CATEGORY	A	B	C	D	E
S-35L	2240-1 327 (400-1)				2240-1¼ 327 (400-1¼)
CIRCLING	2340-1 418 (500-1)	2380-1 458 (500-1)	2380-1½ 458 (500-1½)	2480-2 558 (600-2)	2620-2½ 698 (700-2½)



SC-1, 14 JAN 2010 to 11 FEB 2010

HI-VOR/DME or TACAN RWY 17R

VORTAC BFV 110.0 Chan 37	APCH CRS 174°	Rwy ldg 13,503 TDZE 1922 Arpt Elev 1922

JAL-778 [USAF] — CLINTON-SHERMAN (KCSM)

Circling E of Rwy 17R-35L not authorized.

MISSED APPROACH: Climb to 2500 then climbing right turn to 5000 via heading 220° and SYO VORTAC R-125 to SASHE and hold.

FORT WORTH CENTER	CLINTON-SHERMAN TOWER ★	GND CON
128.4 269.375	119.6 256.9	121.7 239.0

† When local altimeter setting not received, use HOBART Municipal altimeter setting and increase all MDAs 120 ft. Increase S-17R CAT C vis ¼ mile, and CAT DE vis ½ mile. Increase Circling CAT D vis ¼ mile, and CAT E vis ½ mile. VDP NA when using HOBART Municipal altimeter setting.

SAYRE
115.2 SYO
Chan 99

JUPOX BFV 19 — R-354 — LR-360

OLKAE BFV 12.8 — 174° — BFV 19 Arc — R-033

WEROS BFV 19

BFV 5 — 033° — 213° — 033° — (IAF) CANTO BFV 10

2654

2259

SASHE SYO 5 — 5000 097° (22) — 305° — 125° — R-125

5000 217° (30) — WAXEY

BURNS FLAT
110.0 BFV
Chan 37

All terminal routes are to BFV VORTAC

20 NM

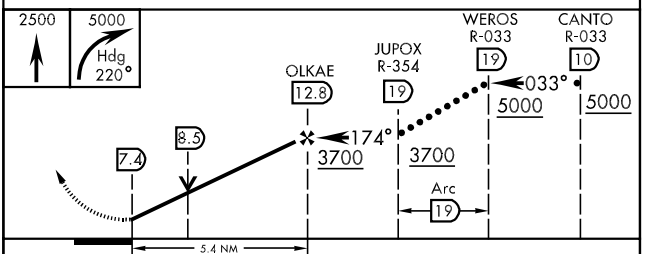
MSA BFV 25 NM
3800

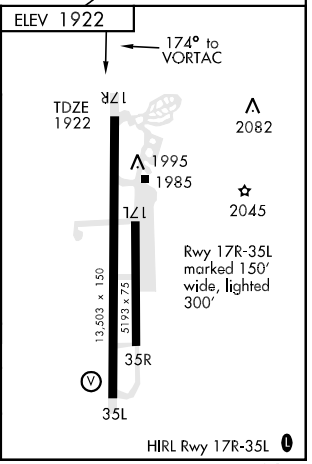
5000 332° (23)

HOBART

HIGH ALTITUDE FACILITIES

EMERG SAFE ALT 100 NM 4800





CATEGORY	C	D	E
S-17R †	2340-1¼ 418 (500-1¼)		2340-1½ 418 (500-1½)
CIRCLING †	2400-1½ 478 (500-1½)	2480-2 558 (600-2)	2620-2½ 698 (700-2½)

CLINTON, OKLAHOMA

AL-778 (FAA)

LOC I-BZF	APP CRS	Rwy Idg	13503
109.5	172°	TDZE	1922
		Apt Elev	1922

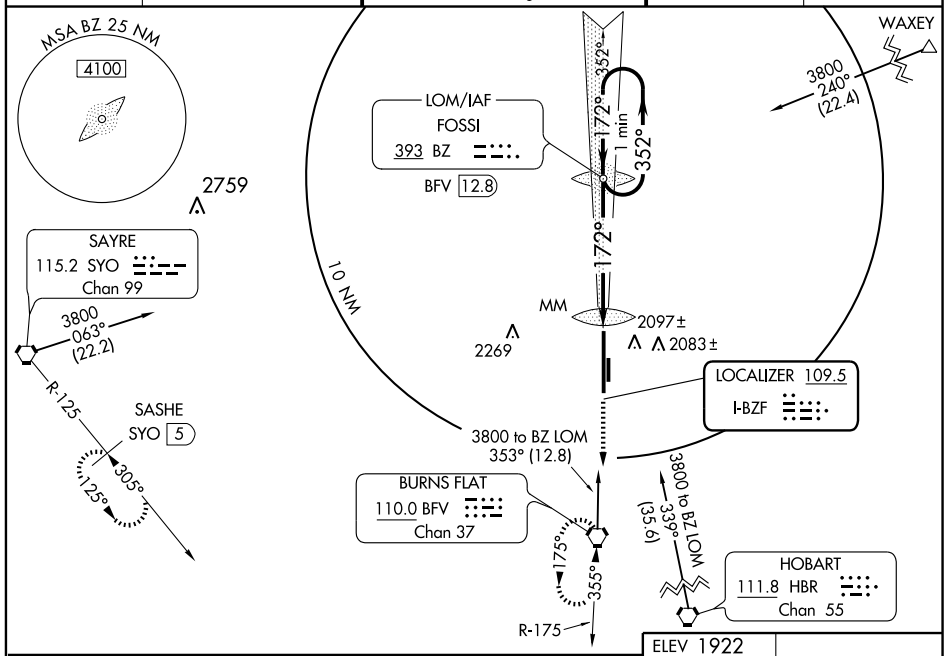
ILS or LOC RWY 17R

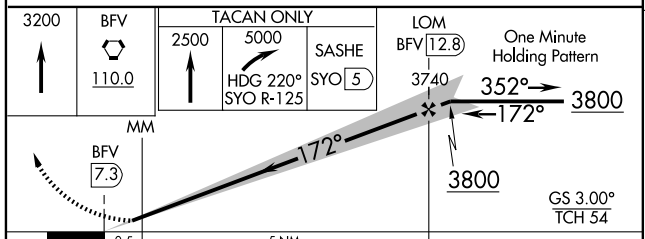
CLINTON-SHERMAN (CSM)

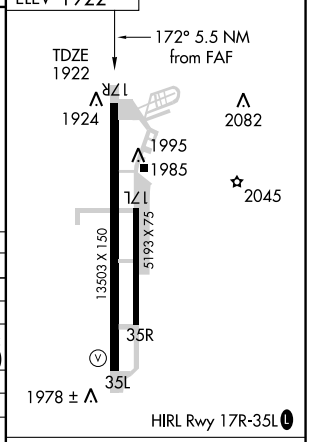
When control tower closed, use Hobart altimeter setting; when neither available, procedure not authorized. Circling not authorized east of runway 17R-35L.

MISSED APPROACH: Climb to 3200 direct BFV VORTAC and hold. (TACAN aircraft climb to 2500 then climbing right turn to 5000 via heading 220° and SYO R-125 to SASHE Int and hold SE, left turn, 305° inbound.)

ASOS	FORT WORTH CENTER	CLINTON-SHERMAN TOWER ★	GND CON	UNICOM
135.225	128.4 269.375	119.6 (CTAF) L 256.9	121.7 239.0	122.95







CATEGORY	A	B	C	D	E
S-ILS 17R	2122-¾ 200 (200-¾)				
S-LOC 17R	2240-1 318 (400-1)				
CIRCLING	2400-1 478 (500-1)		2400-1½ 478 (500-1½)	2480-2 558 (600-2)	2620-2½ 698 (700-2½)
HOBART ALTIMETER SETTING MINIMUMS					
S-ILS 17R	2223-¾ 301(400-¾)				
S-LOC 17R	2340-1 418 (500-1)		2340-1¼ 418 (500-1¼)		2340-1½ 418 (500-1½)
CIRCLING	2500-1 578 (600-1)		2500-1½ 578 (600-1½)	2500-2 578 (600-2)	2740-3 818 (900-3)

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SC-1, 14 JAN 2010 to 11 FEB 2010

CLINTON, OKLAHOMA

AL-778 (FAA)

VORTAC BFV 110.0 Chan 37	APP CRS 355°	Rwy Idg 13503 TDZE 1913 Apt Elev 1922

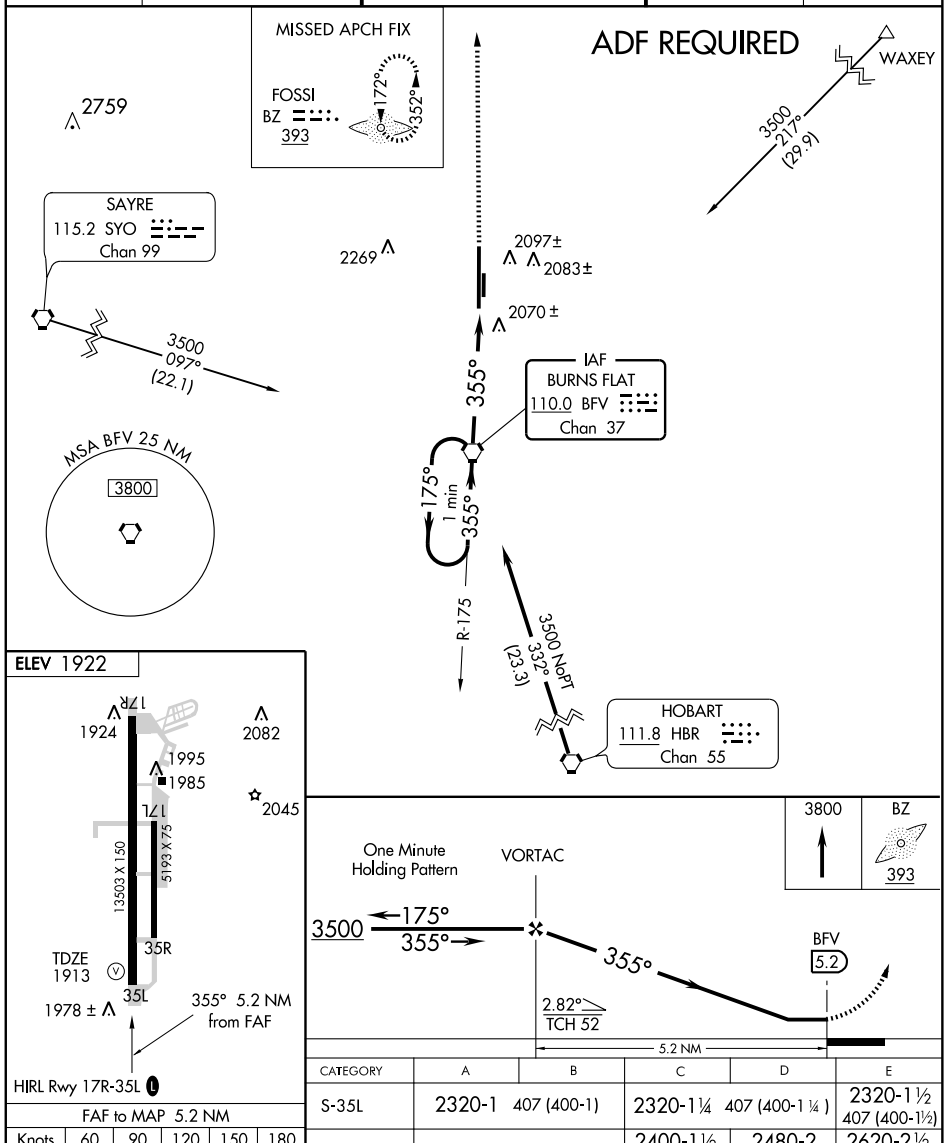
VOR RWY 35L

CLINTON-SHERMAN (CSM)

Circling not authorized east of runway 17R-35L.

MISSED APPROACH: Climb to 3800 direct BZ LOM and hold.

ASOS	FORT WORTH CENTER	CLINTON-SHERMAN TOWER ★	GND CON	UNICOM
135.225	128.4 269.375	119.6 (CTAF) L 256.9	121.7 239.0	122.95



FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

CATEGORY	A	B	C	D	E
S-35L	2320-1	407 (400-1)	2320-1¼	407 (400-1¼)	2320-1½ 407 (400-1½)
CIRCLING	2400-1	478 (500-1)	2400-1½ 478 (500-1½)	2480-2 558 (600-2)	2620-2½ 698 (700-2½)

SC-1, 14 JAN 2010 to 11 FEB 2010

NDB CUH	APP CRS	Rwy Idg	4986
242	360°	TDZE	903
		Apt Elev	916

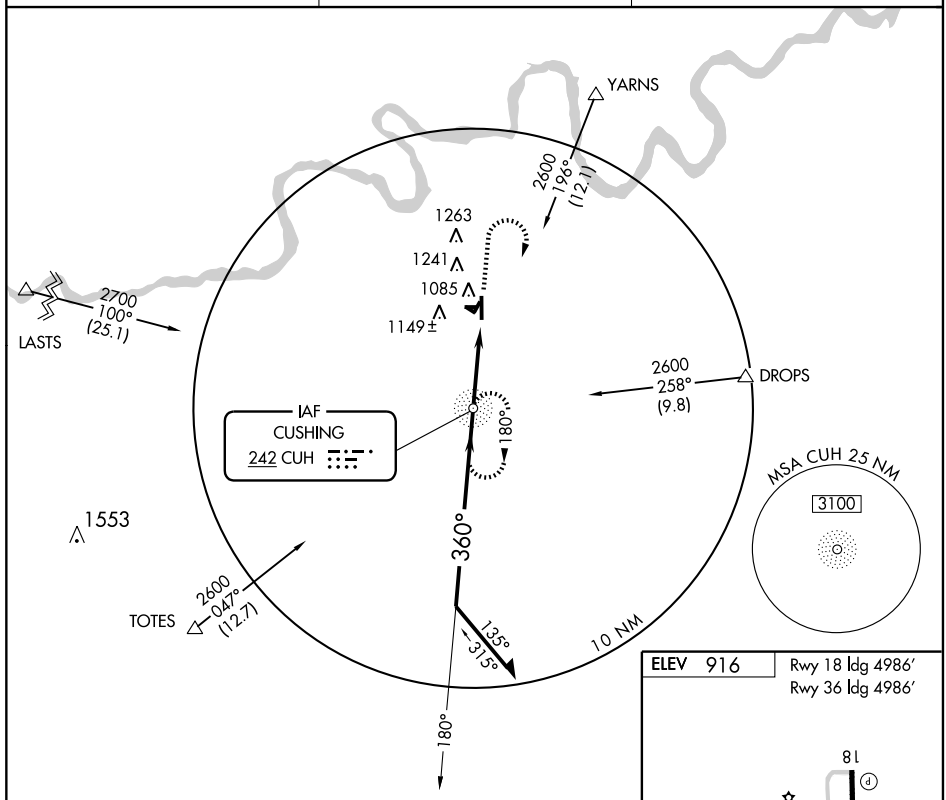
NDB RWY 36

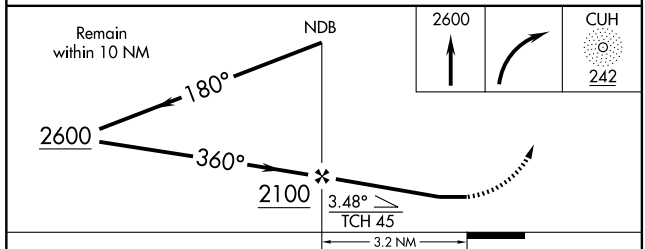
CUSHING MUNI (CUH)

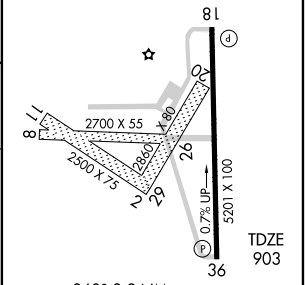
If local altimeter setting not received, use Chandler Rgnl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2600, then right turn direct CUH NDB and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.25	128.3 291.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-36	1460-1	557 (600-1)	1460-1½ 557 (600-1½)	NA
CIRCLING	1600-1	684 (700-1)	1600-2 684 (700-2)	NA

FAF to MAP 3.2 NM

Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

SC-1, 14 JAN 2010 to 11 FEB 2010

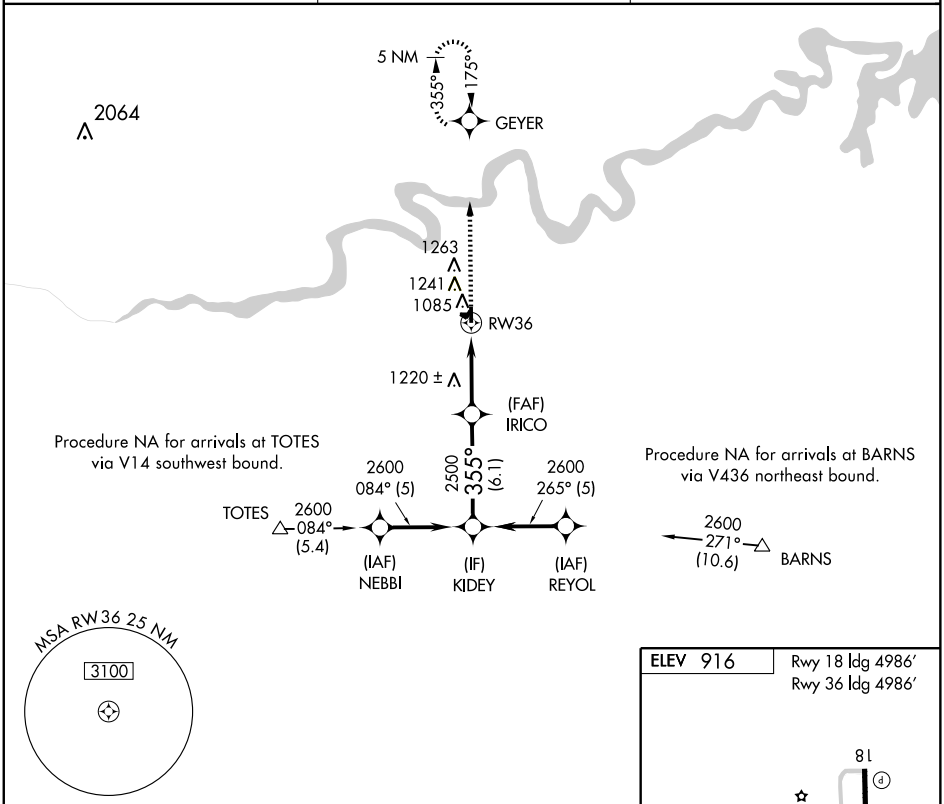
APP CRS	Rwy Idg	4986
355°	TDZE	903
	Apt Elev	916

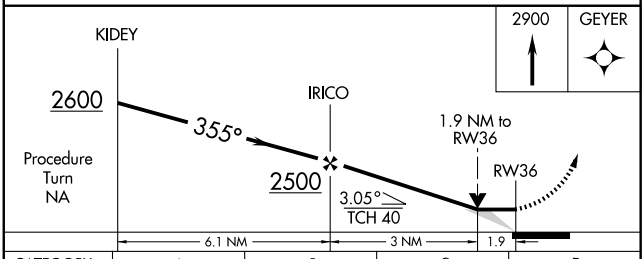
RNAV (GPS) RWY 36
CUSHING MUNI (CUH)

If local altimeter setting not received, use Chandler Rgnl altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA.
VDP NA with Chandler Rgnl altimeter setting.

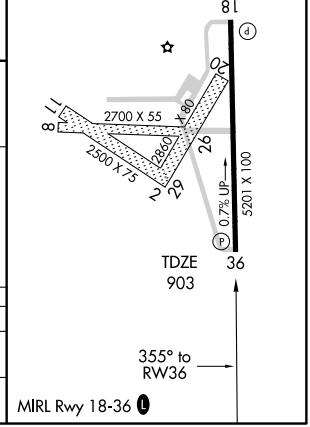
MISSED APPROACH: Climb to 2900 direct GEYER and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.25	128.3 291.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1520-1	617 (700-1)	1520-1¾ 617 (700-1¾)	NA
CIRCLING	1600-1	684 (700-1)	1600-2 684 (700-2)	NA



SC-1, 14 JAN 2010 to 11 FEB 2010

LOC I-DUC	APP CRS	Rwy Idg	6650
111.5	352°	TDZE	1097
		Apt Elev	1113

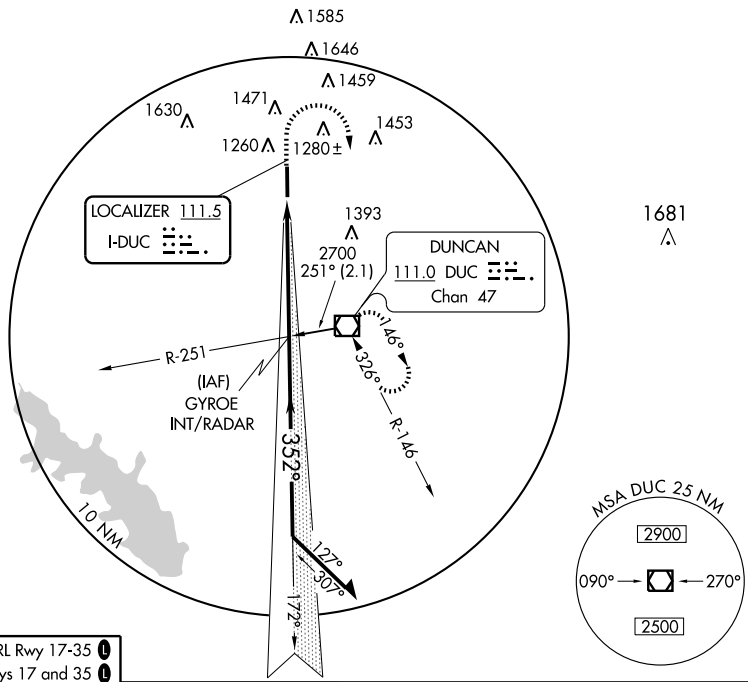
LOC RWY 35

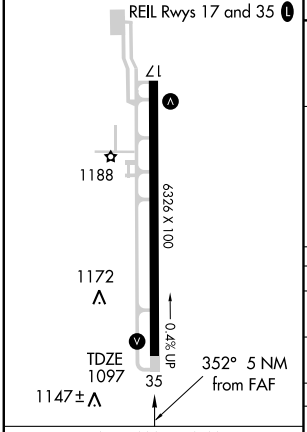
DUNCAN/ HALLIBURTON FIELD (DUC)

▼ ▲ NA — If local altimeter setting not received, use Henry Post AAF, Fort Sill altimeter setting.

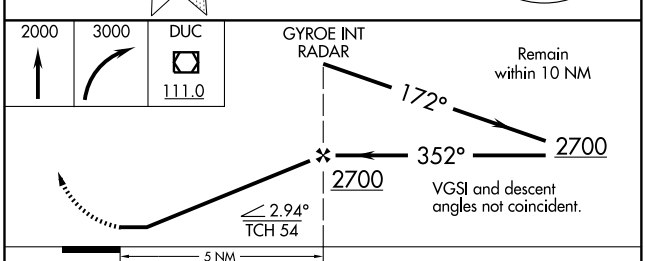
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct DUC VOR/DME and hold.

AWOS-3	FORT SILL APP CON	CLNC DEL	UNICOM
119.075	118.6 290.375	118.4	122.8 (CTAF) L





FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-35	1520-1 423 (500-1)		1520-1¼ 423 (500-1¼)	
CIRCLING	1560-1 447 (500-1)	1580-1 467 (500-1)	1580-1½ 467 (500-1½)	1840-2¼ 727 (800-2¼)
HENRY POST AAF, FT. SILL ALTIMETER MINIMUMS				
S-35	1600-1 503 (500-1)		1600-1½ 503 (500-1½)	
CIRCLING	1640-1 527 (600-1)		1640-1½ 527 (600-1½)	1900-2½ 787 (800-2½)

SC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6650
172°	TDZE	1113
	Apt Elev	1113

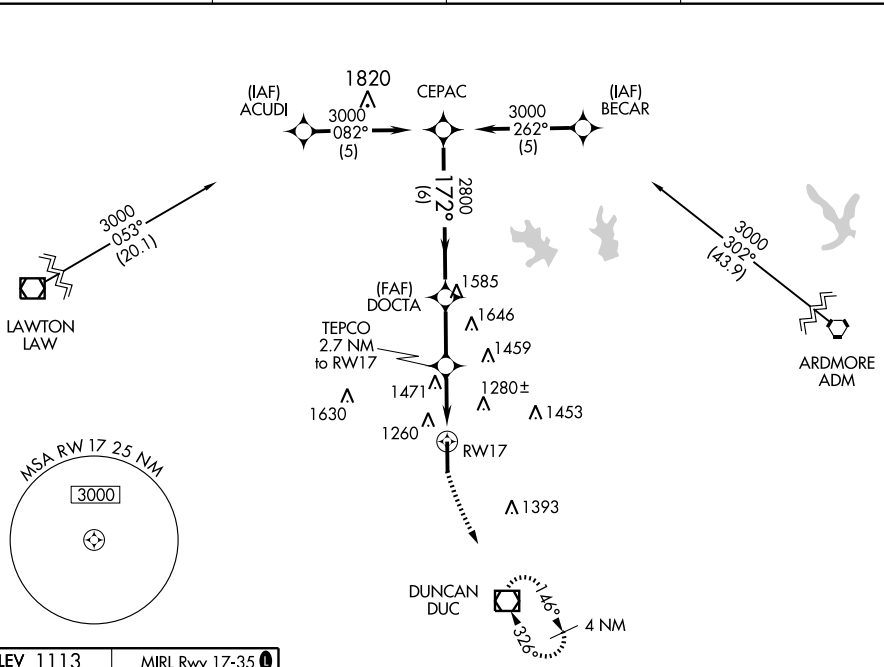
RNAV (GPS) RWY 17

DUNCAN/ HALLIBURTON FIELD (DUC)

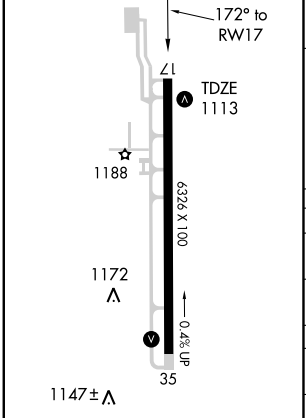
▼ ⚠ NA — If local altimeter setting not received, use Henry Post AAF, Fort Sill altimeter setting; when neither received, procedure NA. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

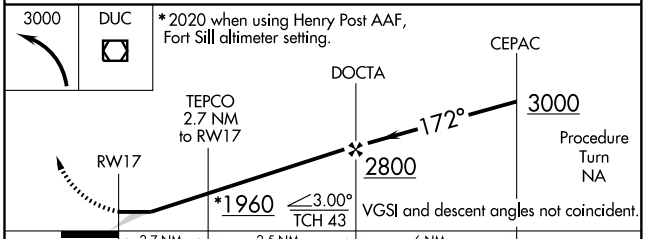
MISSED APPROACH: Climbing left turn to 3000 direct DUNCAN VOR/DME and hold.

AWOS-3	FORT SILL APP CON	CLNC DEL	UNICOM
119.075	118.6 290.375	118.4	122.8 (CTAF) L



ELEV 1113 — MIRL Rwy 17-35 L — REIL Rwys 17 and 35 L





CATEGORY	A	B	C	D
LNAV MDA	1780-1	667 (700-1)	1780-1¾ 667 (700-1¾)	1780-2 667 (700-2)
CIRCLING	1780-1	667 (700-1)	1780-1¾ 667 (700-1¾)	1840-2¼ 727 (800-2¼)
HENRY POST AAF, FORT SILL ALTIMETER SETTING MINIMUMS				
LNAV MDA	1840-1	727 (800-1)	1840-2 727 (800-2)	1840-2¼ 727 (800-2¼)
CIRCLING	1840-1	727 (800-1)	1840-2 727 (800-2)	1900-2½ 787 (800-2½)

SC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6650
352°	TDZE	1097
	Apt Elev	1113

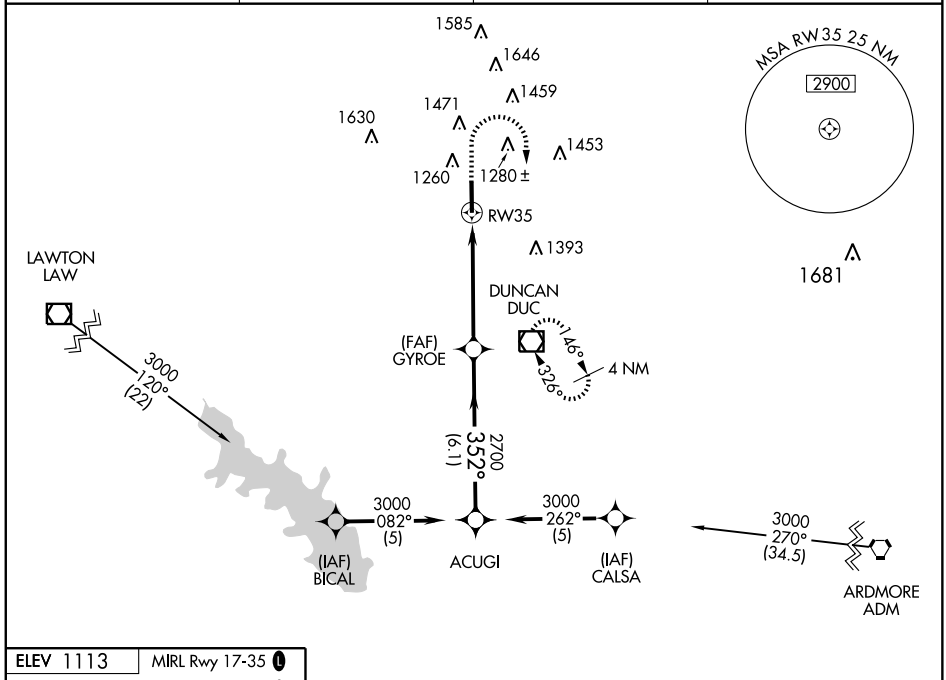
RNAV (GPS) RWY 35

DUNCAN/ HALLIBURTON FIELD (DUC)

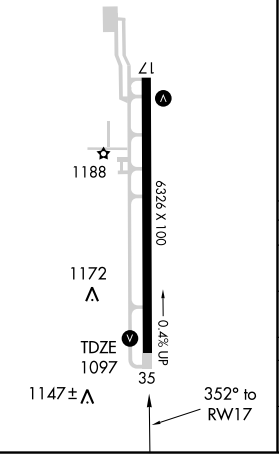
If local altimeter setting not received, use Henry Post AAF, Fort Sill altimeter setting; when neither received, procedure NA. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

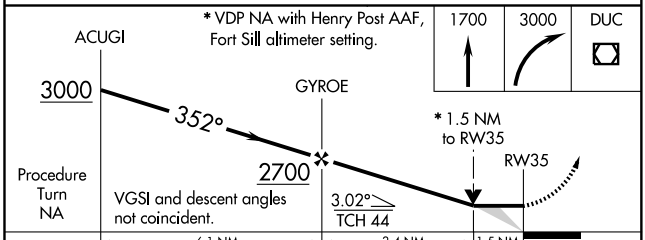
MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct DUC VOR/DME and hold.

AWOS-3	FORT SILL APP CON	CLNC DEL	UNICOM
119.075	118.6 290.375	118.4	122.8 (CTAF) L



ELEV 1113 | MIRL Rwy 17-35 L | REIL Rwys 17 and 35 L





CATEGORY	A	B	C	D
LNAV MDA	1520-1 423 (500-1)		1520-1¼ 423 (500-1¼)	
CIRCLING	1540-1 427 (500-1)	1580-1 467 (500-1)	1580-1½ 467 (500-1½)	1840-2¼ 727 (800-2¼)
HENRY POST AAF, FT. SILL ALTIMETER SETTING MINIMUMS				
LNAV MDA	1600-1 503 (500-1)		1600-1½ 503 (500-1½)	
CIRCLING	1600-1 487 (500-1)	1640-1 527 (600-1)	1640-1½ 527 (600-1½)	1900-2½ 787 (800-2½)

SC-1, 14 JAN 2010 to 11 FEB 2010

VOR/DME DUC	APP CRS	Rwy Idg	6650
111.0	326°	TDZE	1097
Chan 47		Apt Elev	1113

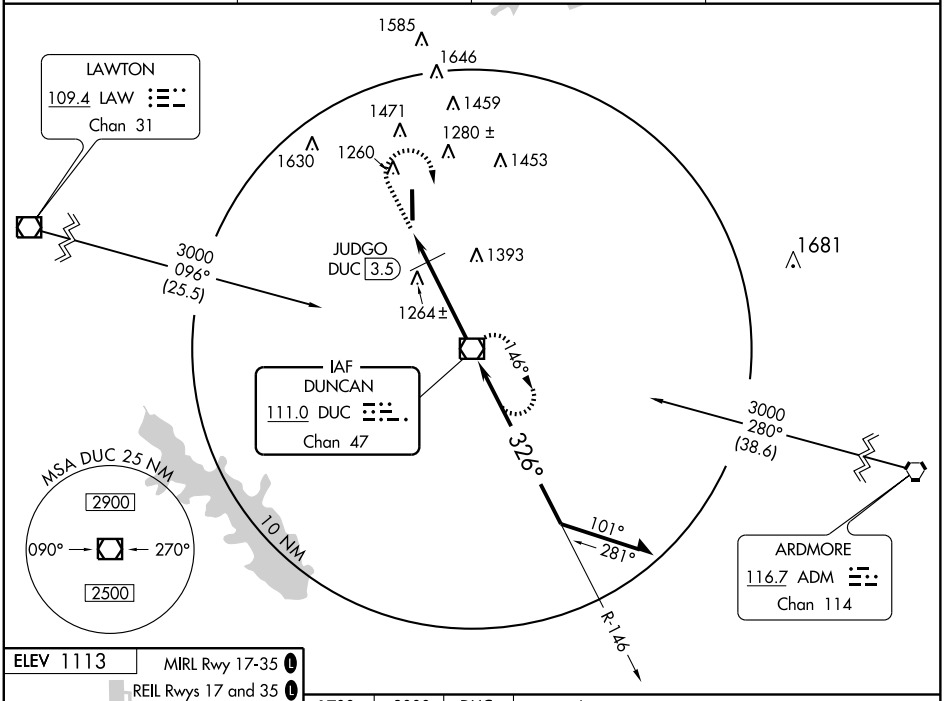
VOR RWY 35

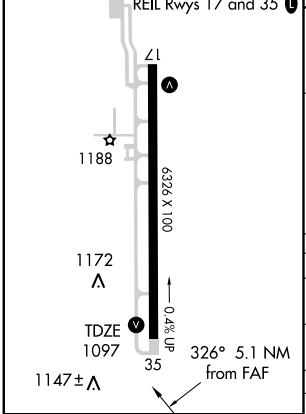
DUNCAN/ HALLIBURTON FIELD (DUC)

When local altimeter setting not received, use Henry Post AAF, Fort Sill altimeter setting and increase all MDAs 80 feet and visibility S-35 Cat D ¼ mile, DME S-35 Cat C/D ¼ mile and circling Cat D ¼ mile.

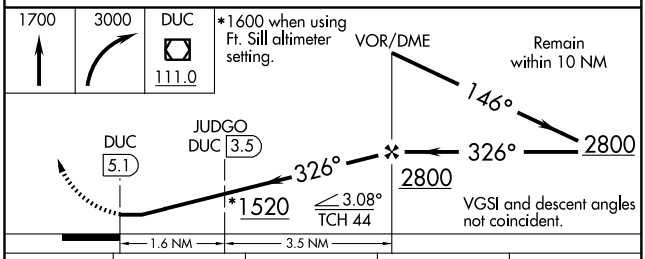
MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct DUC VOR/DME and hold.

AWOS-3	FORT SILL APP CON	CLNC DEL	UNICOM
119.075	118.6 290.375	118.4	122.8 (CTAF) L





FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
S-35	1520-1 423 (500-1)		1520-1¼ 423 (500-1¼)	
CIRCLING	1540-1 427 (500-1)	1580-1 467 (500-1)	1580-1½ 467 (500-1½)	1840-2¼ 727 (800-2¼)
JUDGO FIX MINIMUMS				
S-35	1460-1 363 (400-1)			1460-1¼ 363 (400-1¼)
CIRCLING	1540-1 427 (500-1)	1580-1 467 (500-1)	1580-1½ 467 (500-1½)	1840-2¼ 727 (800-2¼)

SC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5001
175°	TDZE	698
	Apt Elev	698

RNAV (GPS) RWY 17

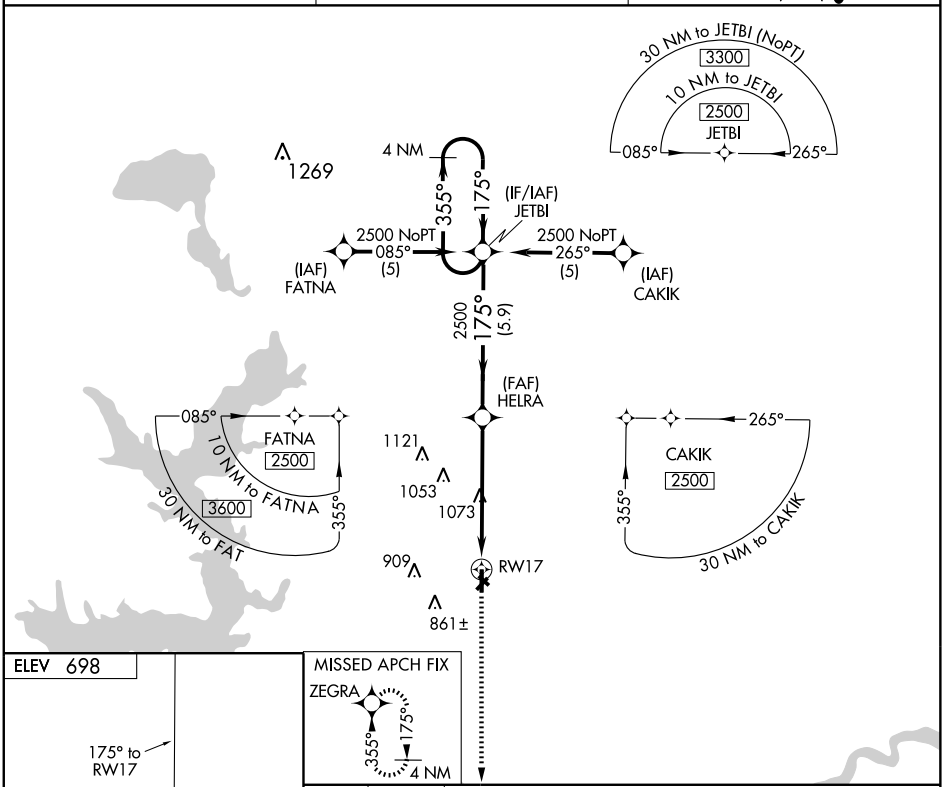
DURANT/ EAKER FIELD (DUA)

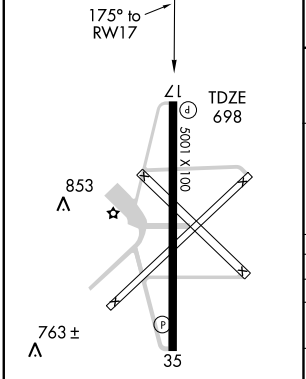
NA

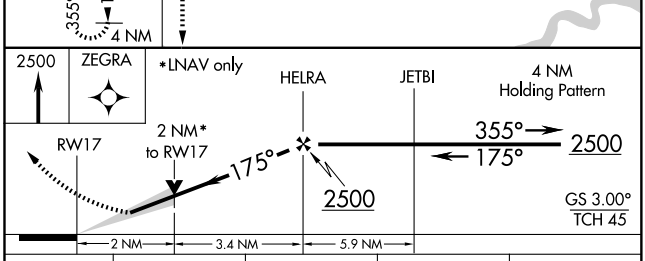
Baro-VNAV NA below -16°C (4°F). If local altimeter setting not received, use Ardmore Muni altimeter setting and increase all DAs/MDAs 100 feet. VDP and Baro-VNAV NA when using Ardmore Muni altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct ZEGRA WP and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
124.175	124.75 377.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	1040-1¼ 342 (400-1¼)			NA
LNAV MDA	1380-1 682 (700-1)		1380-2 682 (700-2)	NA
CIRCLING	1380-1¼ 682 (700-1¼)		1380-2 682 (700-2)	NA

SC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5001
355°	TDZE	695
	Apt Elev	698

RNAV (GPS) RWY 35

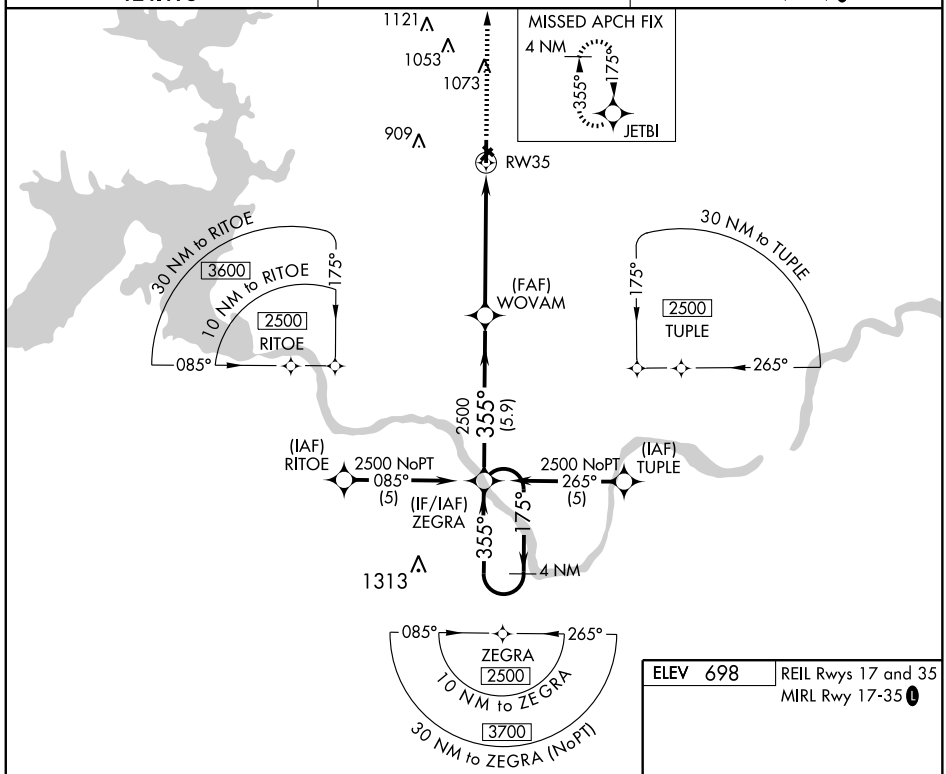
DURANT/ EAKER FIELD (DUA)

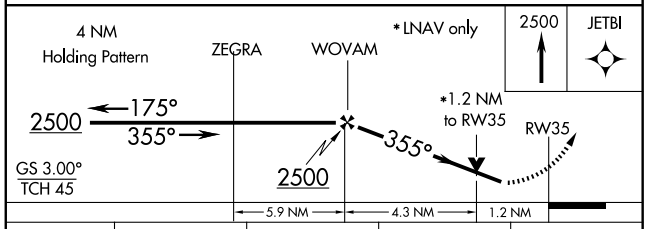
NA

If local altimeter setting not received, use Ardmore Muni altimeter setting and increase all DAs/MDAs 100 feet and Cat C visibility ¼ mile. VDP and Baro-VNAV NA when using Ardmore Muni altimeter setting. Baro-VNAV NA below -16°C (4°F). GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct JETBI WP and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
124.175	124.75 377.1	122.8 (CTAF) L

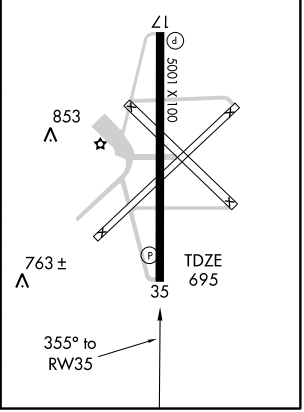




CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	1020-1¼ 325 (400-1¼)			NA
LNAV MDA	1100-1 405 (500-1)		1100-1¼ 405 (500-1¼)	NA
CIRCLING	1220-1¼ 522 (600-1¼)		1220-1½ 522 (600-1½)	NA

ELEV 698

REIL Rwys 17 and 35
MIRL Rwy 17-35 L



SC-1, 14 JAN 2010 to 11 FEB 2010

VOR/DME URH	APP CRS	Rwy Idg	5001
114.3	164°	TDZE	698
Chan 90		Apt Elev	698

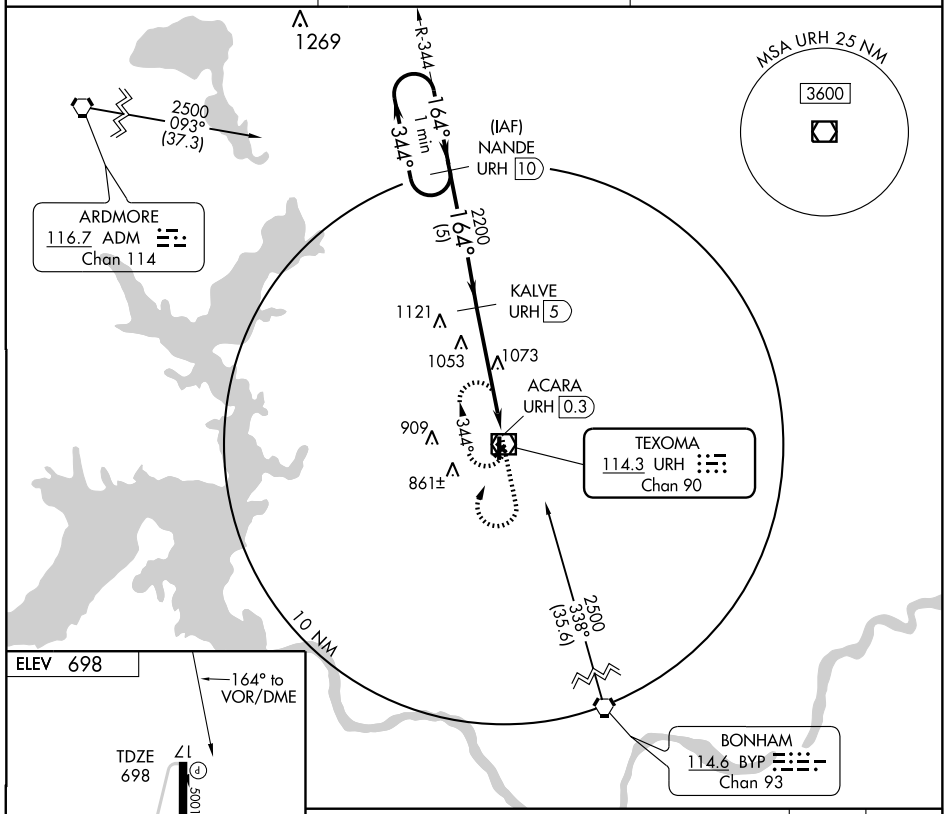
VOR/DME RWY 17

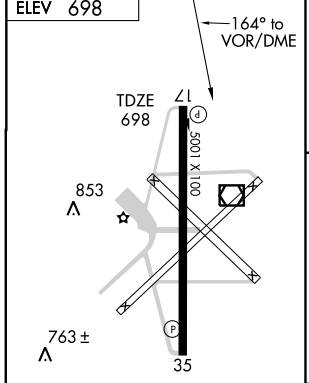
DURANT/ EAKER FIELD (DUA)

NA If local altimeter setting not received, use Ardmore Muni altimeter setting and increase all MDAs 100 feet. VDP NA when using Ardmore Muni altimeter setting.

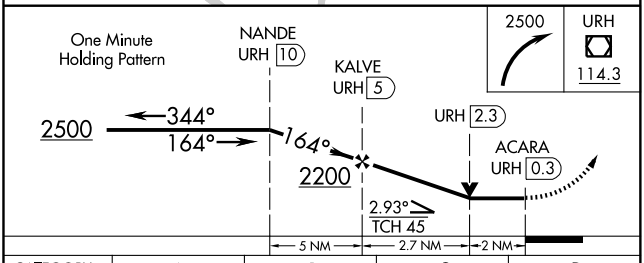
MISSED APPROACH: Climbing right turn to 2500 in URH VOR/DME holding pattern.

AWOS-3	FORT WORTH CENTER	UNICOM
124.175	124.75 377.1	122.8 (CTAF) L





REIL Rwys 17 and 35
MIRL Rwy 17-35 L



CATEGORY	A	B	C	D
S-17	1380-1	682 (700-1)	1380-2 682 (700-2)	NA
CIRCLING	1380-1	682 (700-1)	1380-2 682 (700-2)	NA

SC-1, 14 JAN 2010 to 11 FEB 2010

VOR/DME URH	APP CRS	Rwy Idg	5001
114.3	004°	TDZE	695
Chan 90		Apt Elev	698

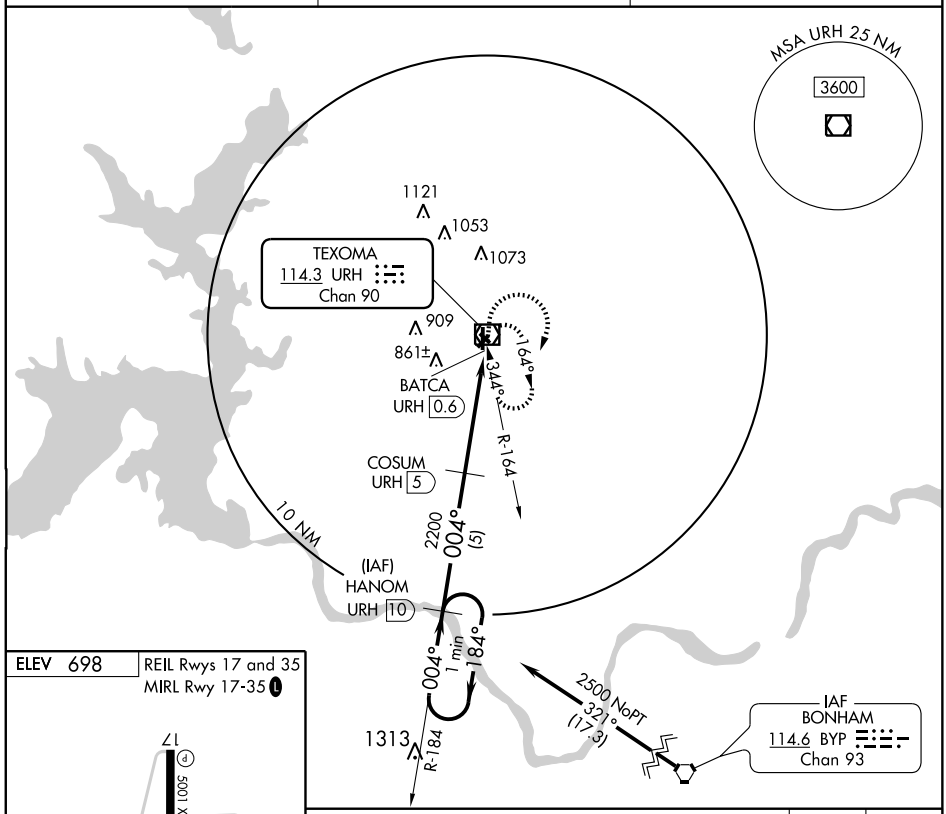
VOR/DME RWY 35

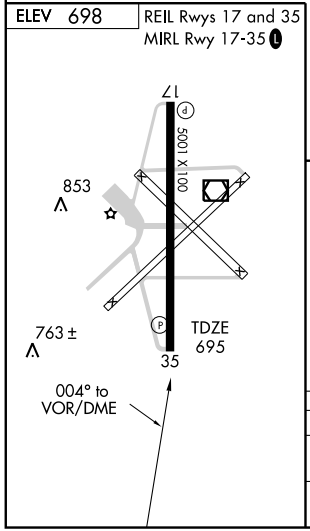
DURANT/ EAKER FIELD (DUA)

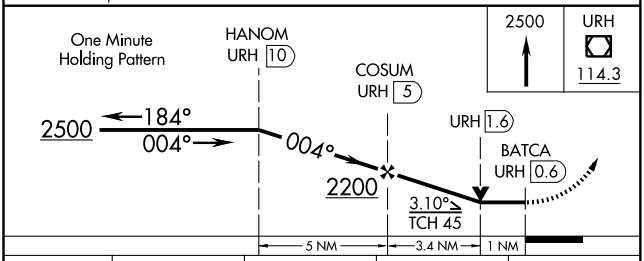
NA If local altimeter setting not received, use Ardmore Muni altimeter setting and increase all MDAs 100 feet. VDP NA when using Ardmore Muni altimeter setting.

MISSED APPROACH: Climb to 2500 in URH VOR/DME holding pattern.

AWOS-3	FORT WORTH CENTER	UNICOM
124.175	124.75 377.1	122.8 (CTAF) L





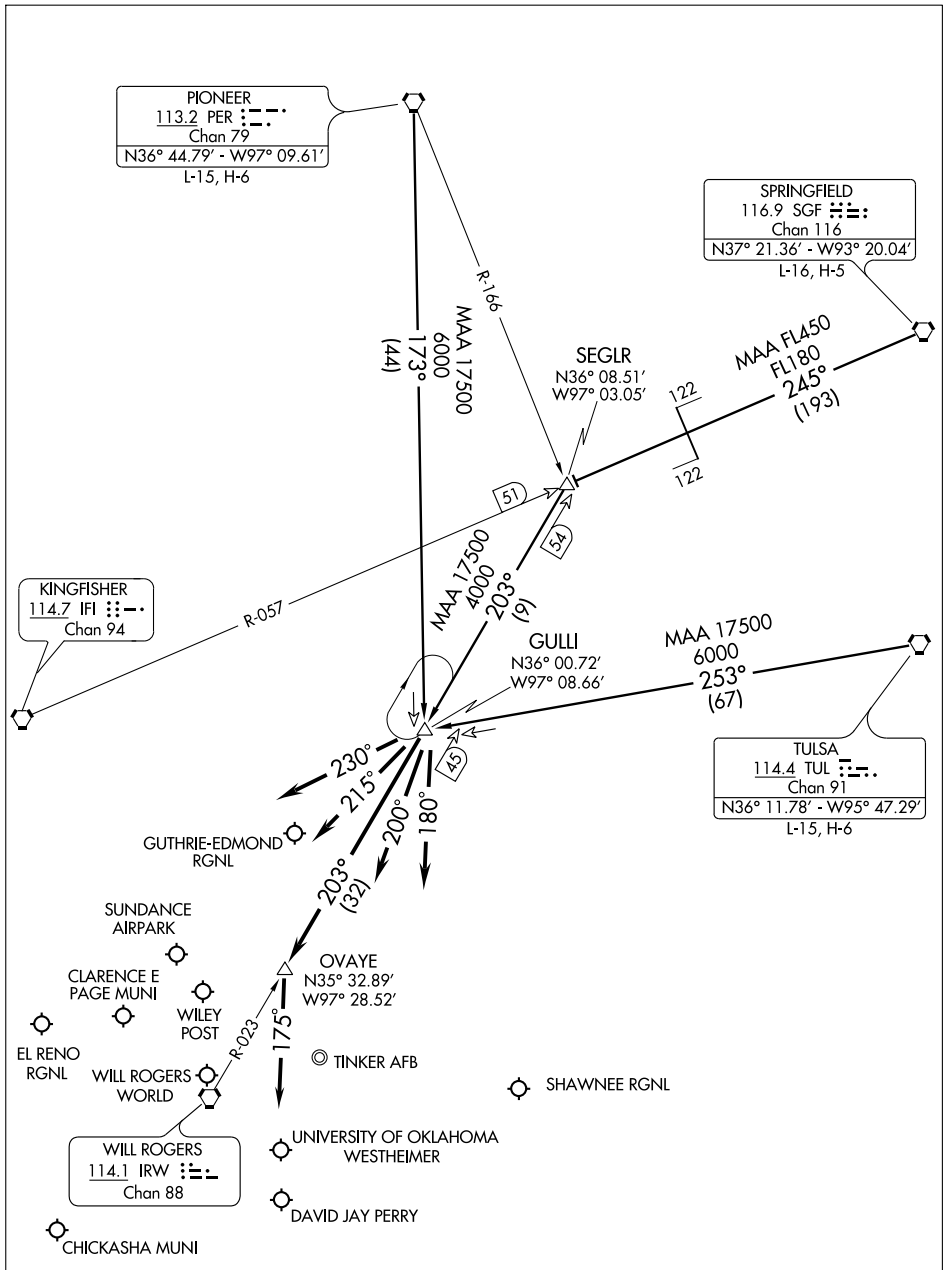


CATEGORY	A	B	C	D
S-35	1060-1 365 (400-1)			NA
CIRCLING	1160-1 462 (500-1)		1160-1½ 462 (500-1½)	NA

SC-1, 14 JAN 2010 to 11 FEB 2010

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA



NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

GULLI ONE ARRIVAL (GULLI.GULLI1)

ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .
SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .
TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

SC-1, 14 JAN 2010 to 11 FEB 2010

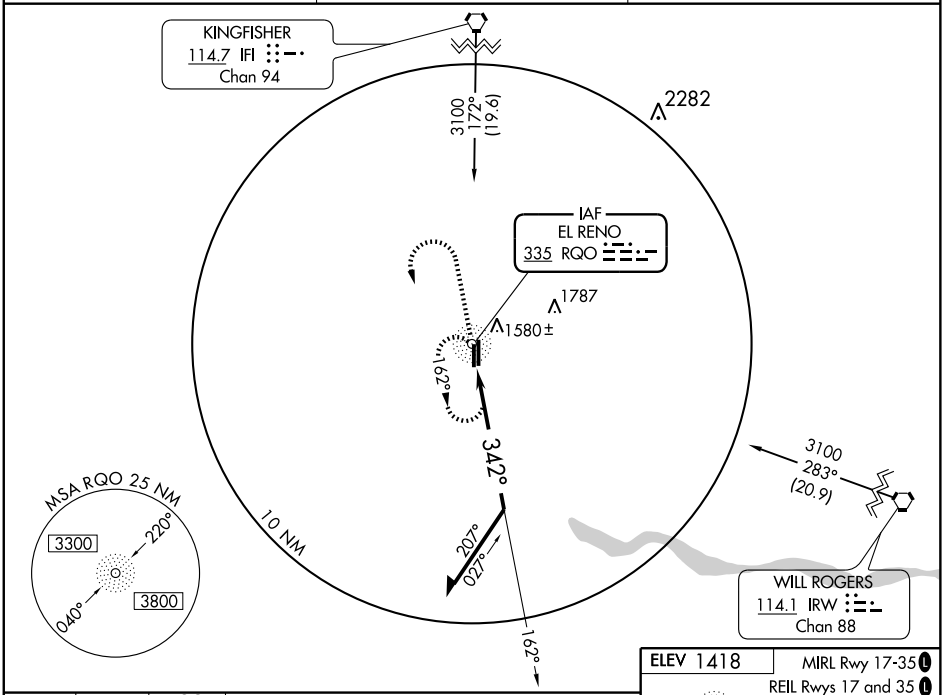
NDB RQO	APP CRS	Rwy Idg	5600
335	342°	TDZE	1418
		Apt Elev	1418

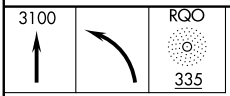
NDB RWY 35
EL RENO RGNL (RQO)

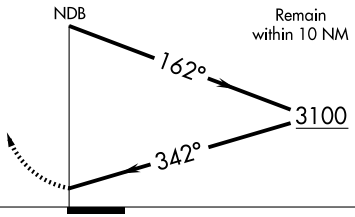
When local altimeter setting not received, use Wiley Post altimeter setting.

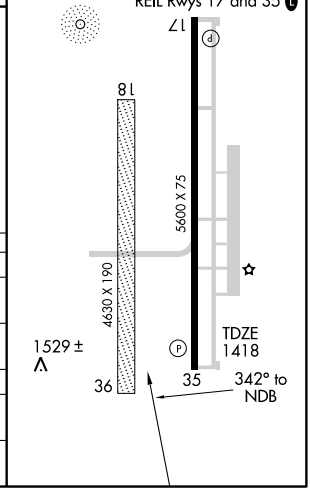
MISSED APPROACH: Climb to 3100 then left turn direct RQO NDB and hold.

AWOS-3	OKE CITY APP CON	UNICOM
118.475	124.6 266.8	122.8 (CTAF) L









CATEGORY	A	B	C	D
S-35	1960-1	542 (600-1)	1960-1½ 542 (600-1½)	NA
CIRCLING	1960-1	542 (600-1)	1960-1½ 542 (600-1½)	NA
WILEY POST ALTIMETER SETTING MINIMUMS				
S-35	2020-1	602 (700-1)	2020-1¾ 602 (700-1¾)	NA
CIRCLING	2020-1	602 (700-1)	2020-1¾ 602 (700-1¾)	NA

SC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5600
173°	TDZE	1415
	Apt Elev	1418

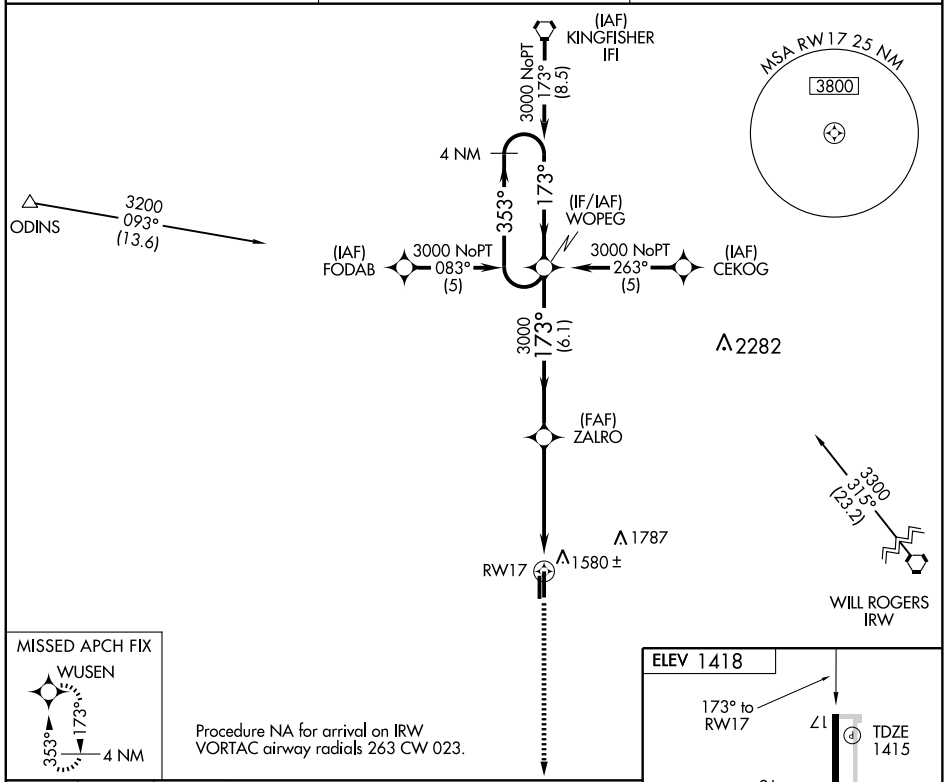
RNAV (GPS) RWY 17

EL RENO RGNL (RQO)

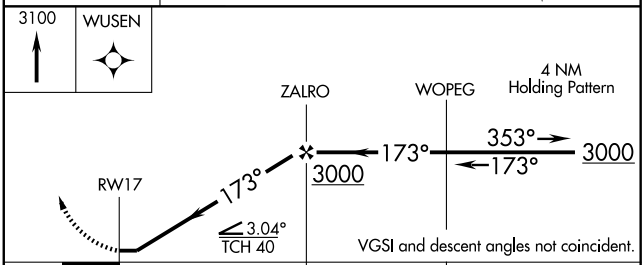
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wiley Post altimeter setting and increase all MDAs 60 feet and LNAV visibility Cat C ¼ mile.

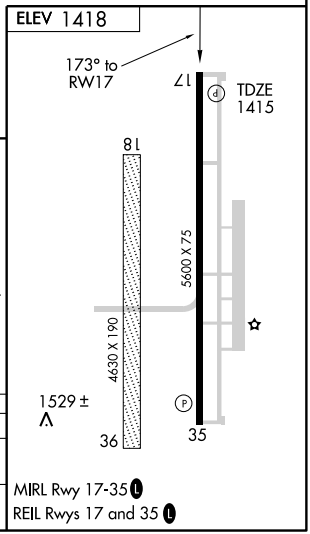
MISSED APPROACH: Climb to 3100 direct WUSEN and hold.

AWOS-3	OKE CITY APP CON	UNICOM
118.475	124.6 266.8	122.8 (CTAF) L



Procedure NA for arrival on IRW VORTAC airway radials 263 CW 023.





CATEGORY	A	B	C	D
LNAV MDA	1880-1 465 (500-1)		1880-1¼ 465 (500-1¼)	NA
CIRCLING	1940-1 522 (600-1)		1940-1½ 522 (600-1½)	NA

MIRL Rwy 17-35 L

REIL Rwys 17 and 35 L

SC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5600
353°	TDZE	1418
	Apt Elev	1418

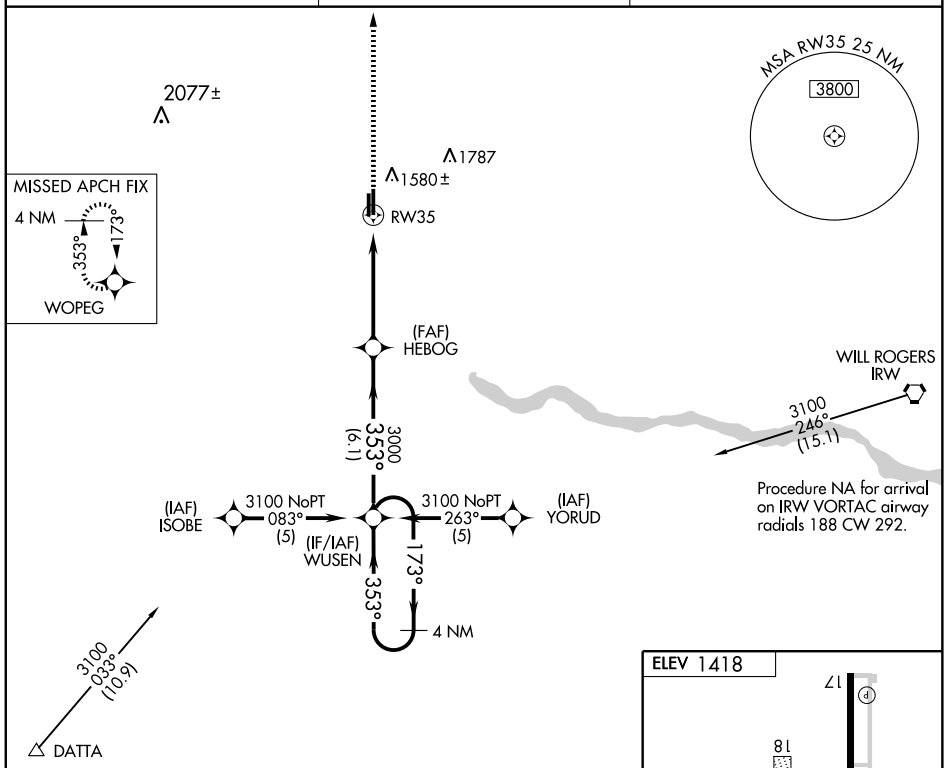
RNAV (GPS) RWY 35

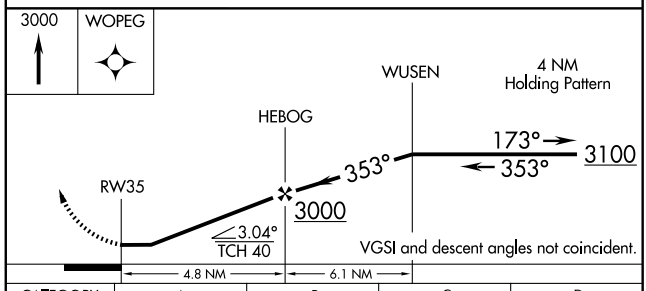
EL RENO RGNL (RQO)

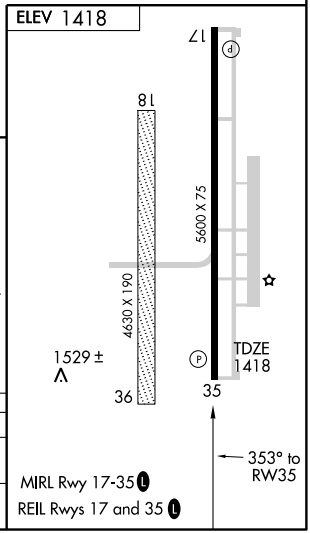
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wiley Post altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 3000 direct WOPEG and hold.

AWOS-3	OKE CITY APP CON	UNICOM
118.475	124.6 266.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1820-1	402 (500-1)	1820-1¼ 402 (500-1¼)	NA
CIRCLING	1940-1	522 (600-1)	1940-1½ 522 (600-1½)	NA

SC-1, 14 JAN 2010 to 11 FEB 2010

VORTAC IFI	APP CRS	Rwy Idg	5600
114.7	351°	TDZE	1418
Chan 94		Apt Elev	1418

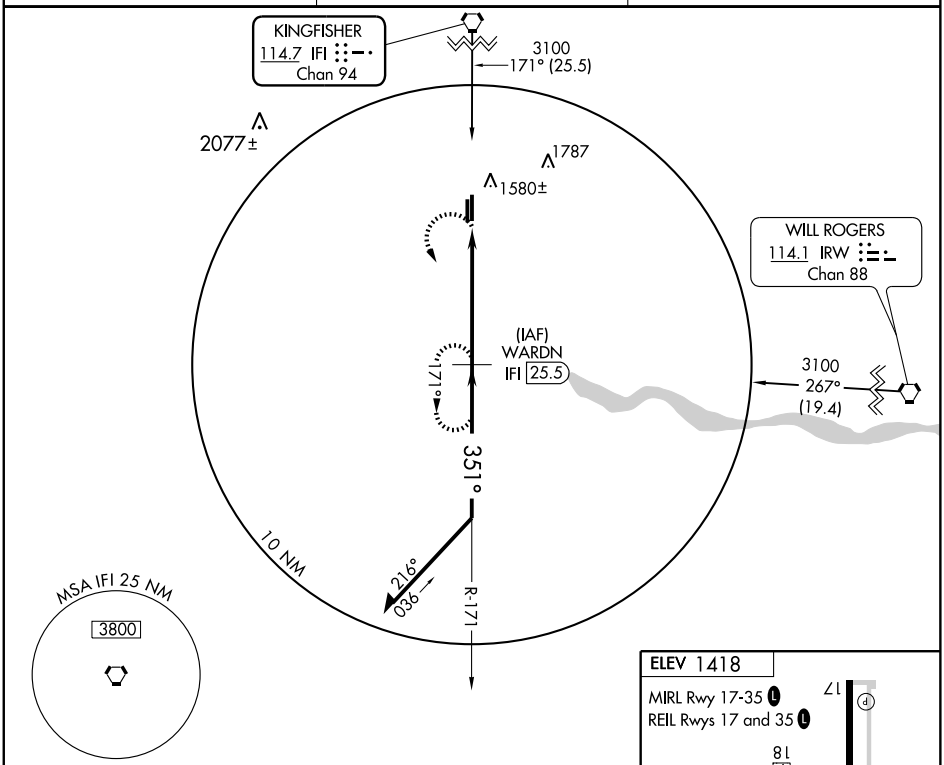
VOR/DME RWY 35

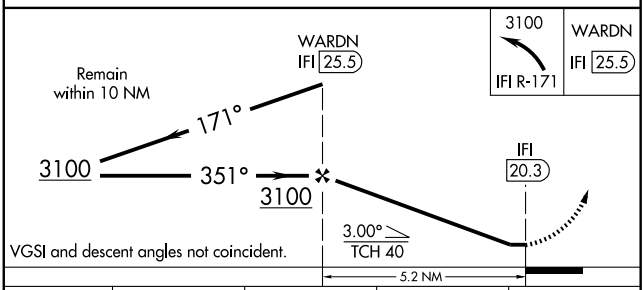
EL RENO RGNL (RQO)

Visibility reduction by helicopters NA.
When local altimeter setting not received, use Wiley Post altimeter setting and increase all MDAs 60 feet and visibilities Cat C ¼ mile.

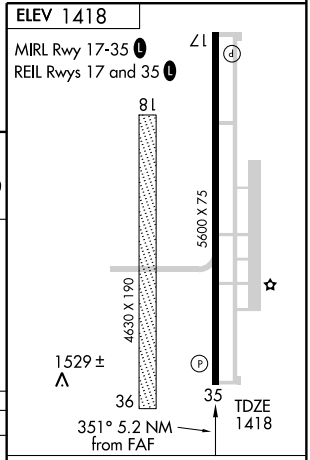
MISSED APPROACH: Climbing left turn to 3100 via IFI VORTAC R-171 to WARDN/25.5 DME and hold.

AWOS-3	OKE CITY APP CON	UNICOM
118.475	124.6 266.8	122.8 (CTAF)





3100	WARDN
IFI R-171	IFI 25.5



CATEGORY	A	B	C	D
S-35	2120-1 702 (800-1)	2120-1¼ 702 (800-1¼)	2120-2 702 (800-2)	NA
CIRCLING	2120-1 702 (800-1)	2120-1¼ 702 (800-1¼)	2120-2 702 (800-2)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-1. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5399
CH 82408	174°	TDZE	2013
W17A		Apt Elev	2013

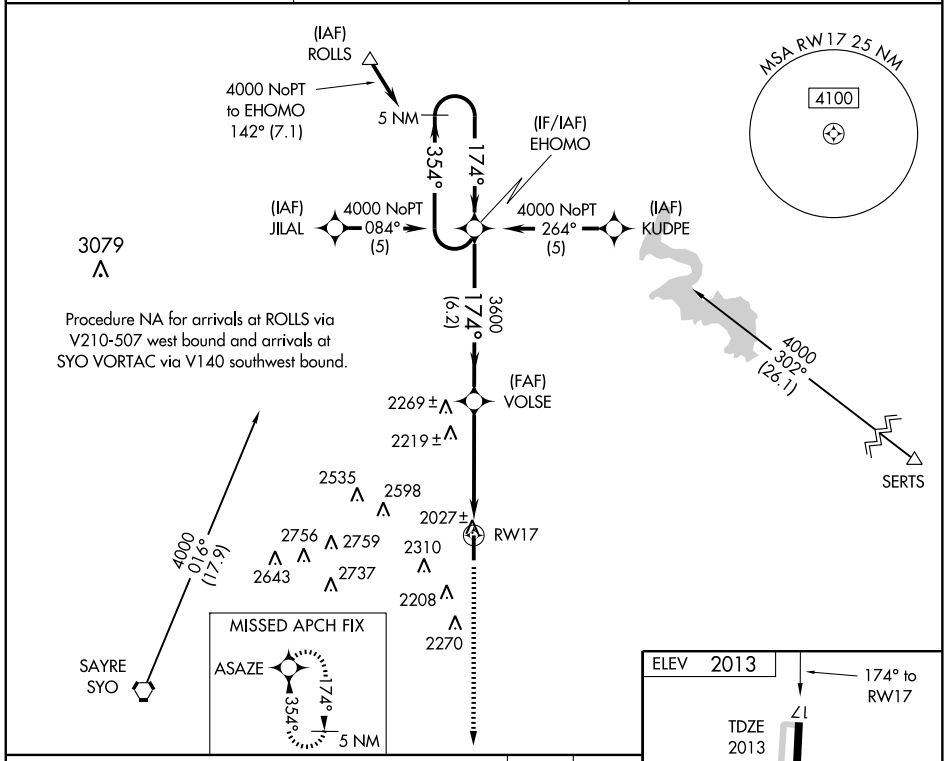
RNAV (GPS) RWY 17

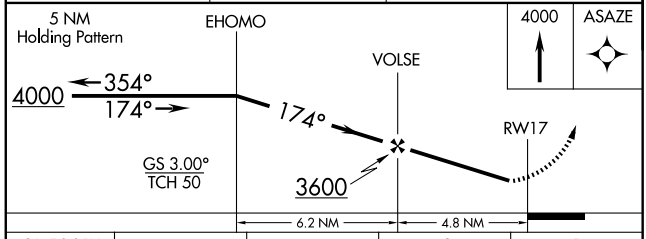
ELK CITY RGNL BUSINESS (ELK)

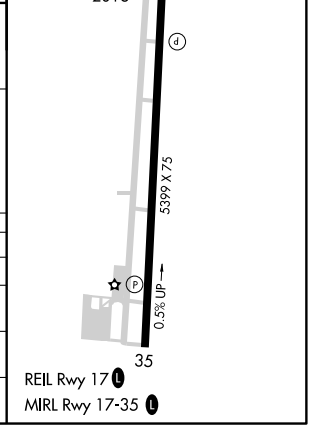
Baro-VNAV NA when using Clinton-Sherman altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Clinton-Sherman altimeter setting and increase all DA/MDA 40 feet, increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct ASAZE and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.225	128.4 269.375	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2263-1 250 (300-1)			NA
LNAV/VNAV LDA	2361-1¼ 348 (400-1¼)			NA
LNAV MDA	2480-1 467 (500-1)		2480-1¼ 467 (500-1¼)	NA
CIRCLING	2520-1 507 (600-1)		2520-1½ 507 (600-1½)	NA

SC-1, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5399
CH 53508	354°	TDZE	1984
W35A		Apt Elev	2013

RNAV (GPS) RWY 35

ELK CITY RGNL BUSINESS (ELK)

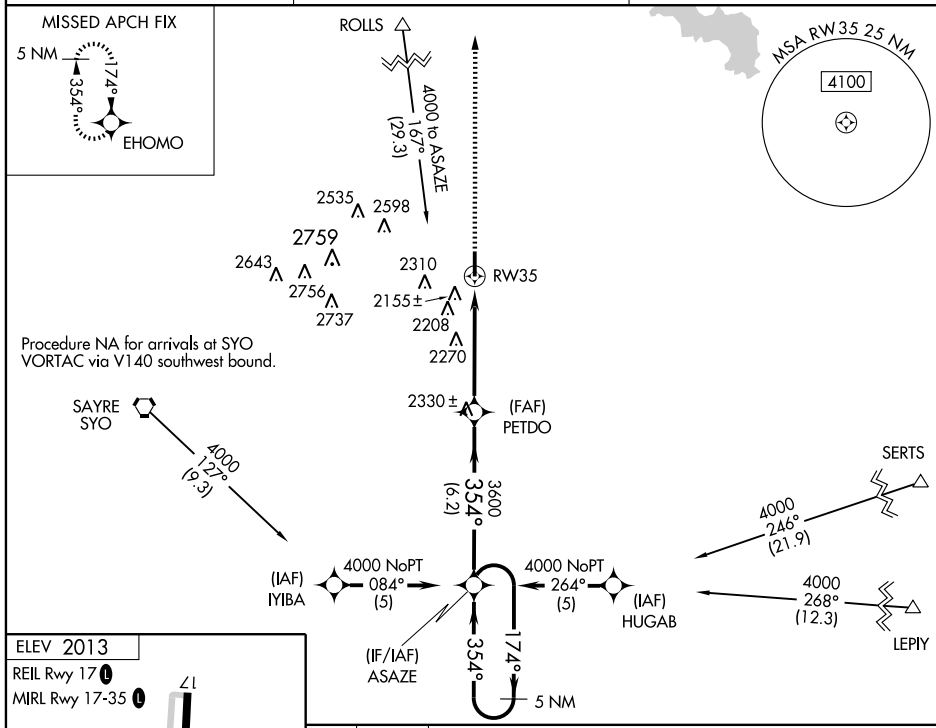
Baro-VNAV NA when using Clinton-Sherman altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Clinton-Sherman altimeter setting and increase all DA/MDA 40 feet, increase LNAV and circling Cat C visibility ¼ mile.

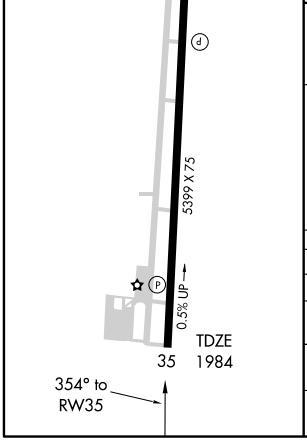
NA

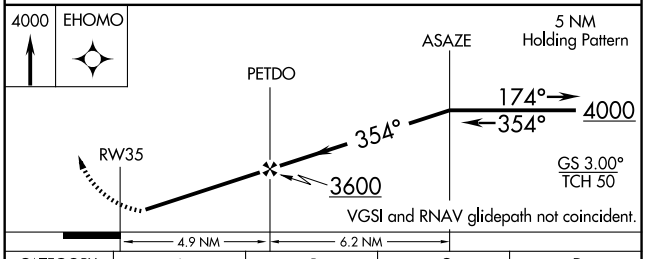
MISSED APPROACH: Climb to 4000 direct EHOMO and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.225	128.4 269.375	122.8 (CTAF) L

MISSED APCH FIX

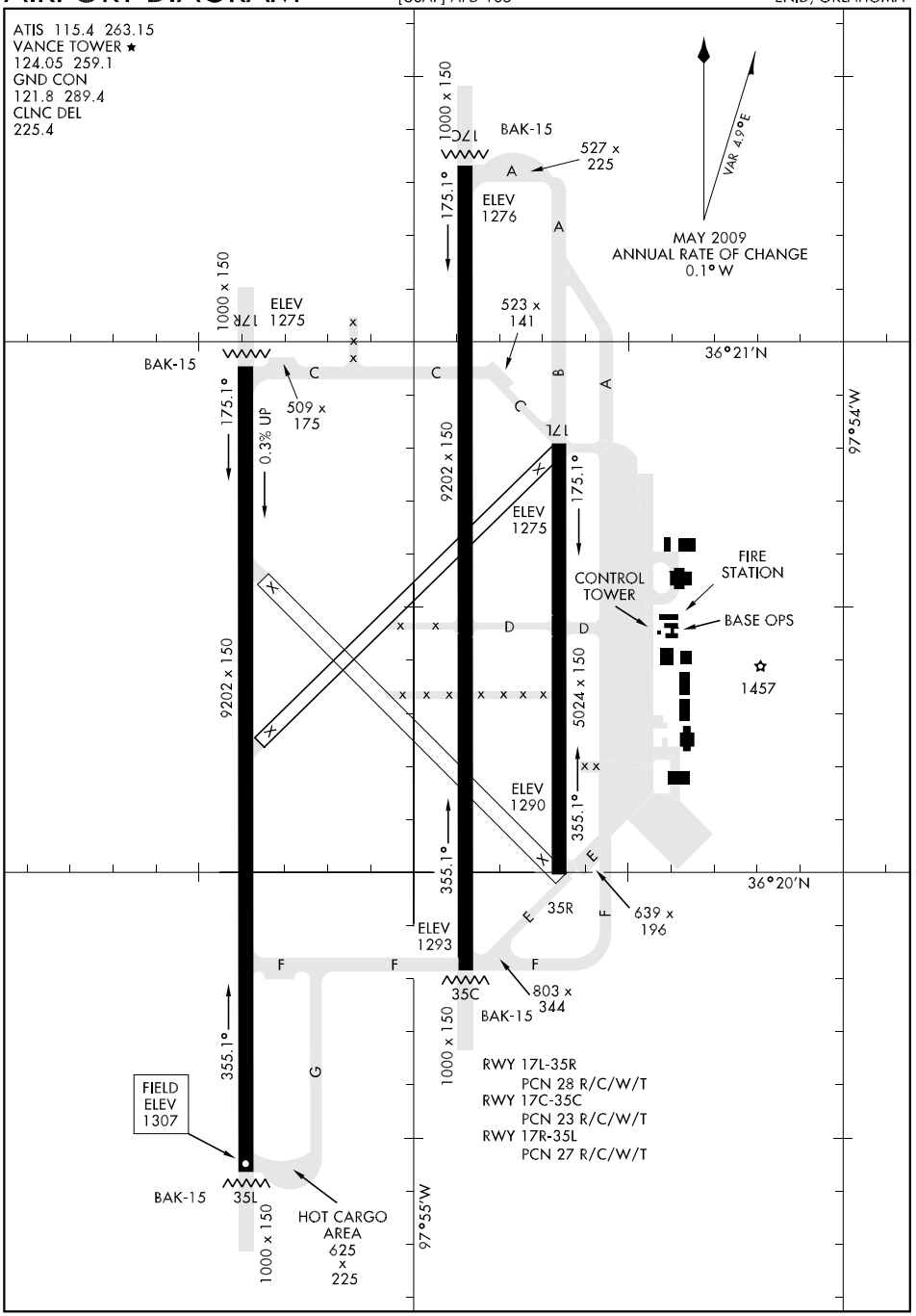






CATEGORY	A	B	C	D
LPV DA	2234-1 250 (300-1)			NA
LNAV/VNAV DA	2510-2 526 (500-2)			NA
LNAV MDA	2580-1 596 (600-1)		2580-1½ 596 (600-1½)	NA
CIRCLING	2580-1 567 (600-1)		2580-1½ 567 (600-1½)	NA

SC-1, 14 JAN 2010 to 11 FEB 2010



SC-1, 14 JAN 2010 to 11 FEB 2010

ANTHONY-TWO DEPARTURE (ANY 2•ANY)

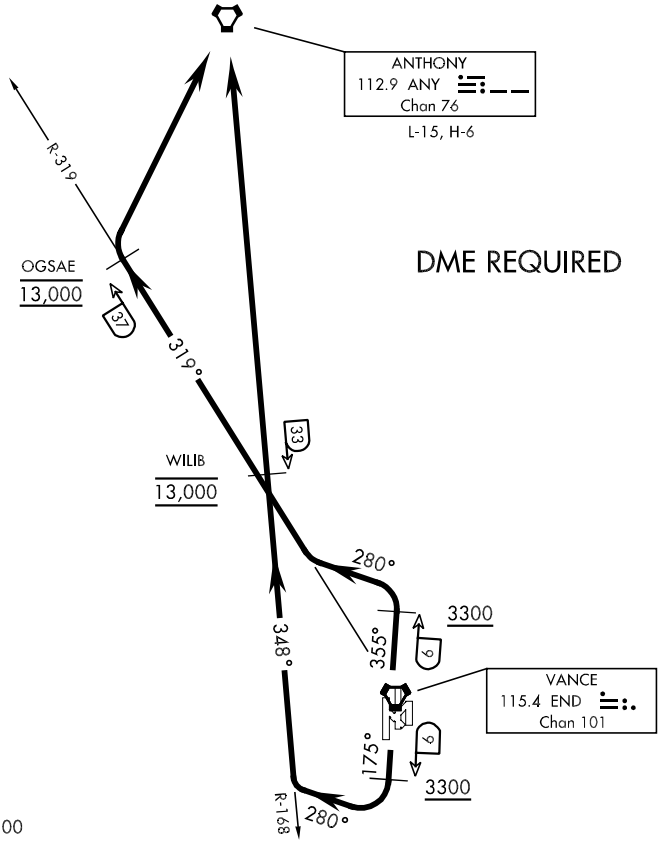
SL-135 [USAF]

ENID, OKLAHOMA

ATIS★115.4 263.15
CLNC DEL
225.4
GND CON
121.8 289.4
VANCE TOWER★
124.05 259.1
VANCE DEP CON
120.525 306.3
KANSAS CITY CENTER
127.8 319.1

Rwy	Knots	60	120	180	240
35L	V/V(fpm)	360	710	1060	1420
35C	V/V(fpm)	380	760	1140	1510
17R	V/V(fpm)	430	850	1270	1690
17C	V/V(fpm)	400	790	1180	1580

ATC Climb Rate to 13,000



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17C/R: Track 175° to END VORTAC 6 DME, cross END 6 DME at or above 3300, then turn right heading 280°. Intercept ANY VORTAC R-168 to ANY. Cross WILIB (ANY R-168/33 DME) at 13,000.

TAKE-OFF RWY 35C/L: Track 355° to END VORTAC 6 DME, cross END 6 DME at or above 3300, then turn left heading 280°. Intercept END R-319 to OGSAE (END R-319/37 DME), then direct ANY VORTAC. Cross OGSAE at 13,000.

ANTHONY-TWO DEPARTURE (ANY 2•ANY)

ENID, OKLAHOMA

ILS or LOC/DME Y RWY 17C

LOC I-LVC	APCH CRS	Rwy ldg 9202 TDZE 1277 Arpt Elev 1307
108.9	175°	

AL-135 [USAF]

VANCE AFB (KEND)

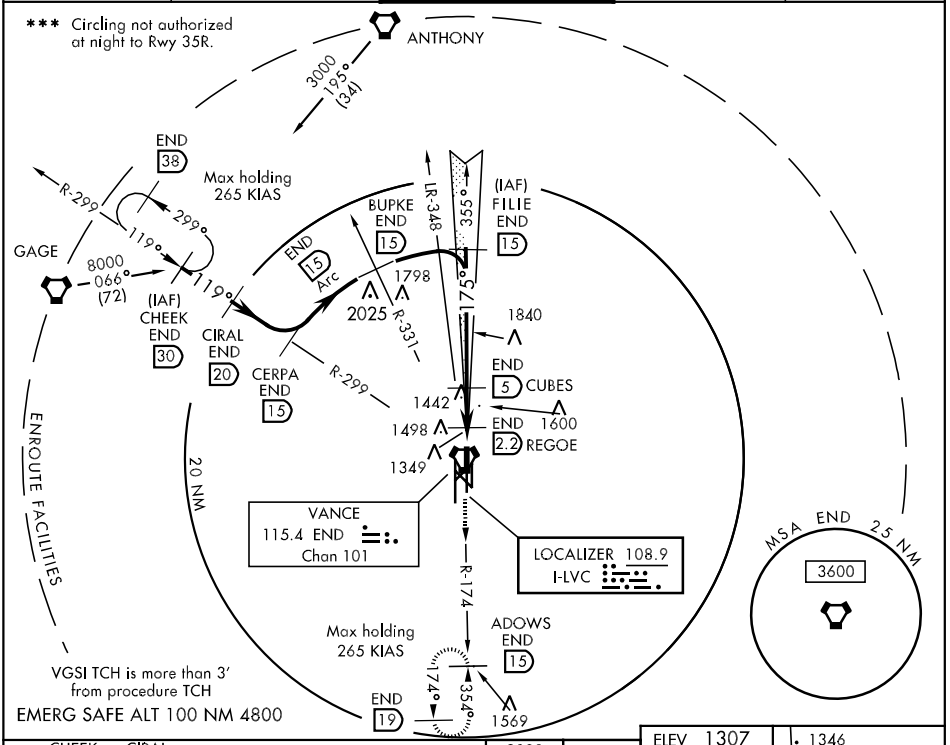
* When ALS inop, increase CAT AB RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

SALSF

MISSED APPROACH: Climb to 3000, intercept END VORTAC R-174 to ADOWS and hold.

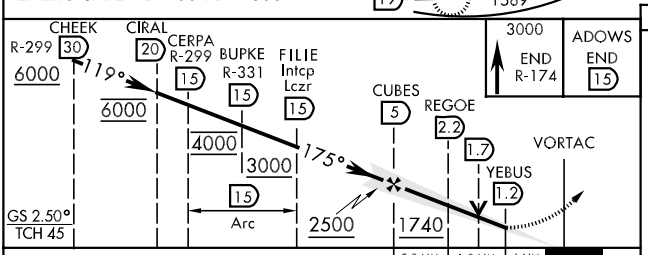
ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	E125.45 388.2 W126.75 378.8	124.05 259.1	121.8 289.4	225.4

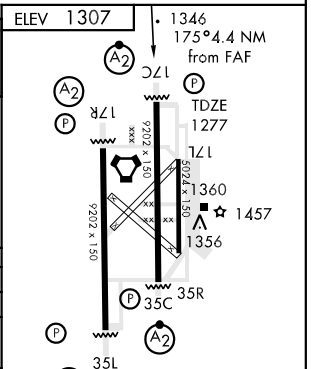
*** Circling not authorized at night to Rwy 35R.



VGSI TCH is more than 3' from procedure TCH

EMERG SAFE ALT 100 NM 4800





CATEGORY	A	B	C	D	E
S-ILS 17C *	1477/24 200 (200-½)		1477/40 200 (200-¾)		
S-LOC 17C **	1620/40 343 (400-¾)			1620/50 343 (400-1)	
SIDESTEP 17L	1740-1½ 458 (500-1½)				NA
CIRCLING ***	1760-1 453 (500-1)		1760-1½ 453 (500-1½)	1860-2 553 (600-2)	2300-3 993 (1000-3)

ILS or LOC/DME Y RWY 35C

LOC I-END	APCH CRS	Rwy ldg 9202 TDZE 1293 Arpt Elev 1307
110.1	355°	

AL-135 [USAF]

VANCE AFB (KEND)

▼ * When ALS inop, increase CAT AB RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABCDE RVR to 50 and vis to 1 mile.

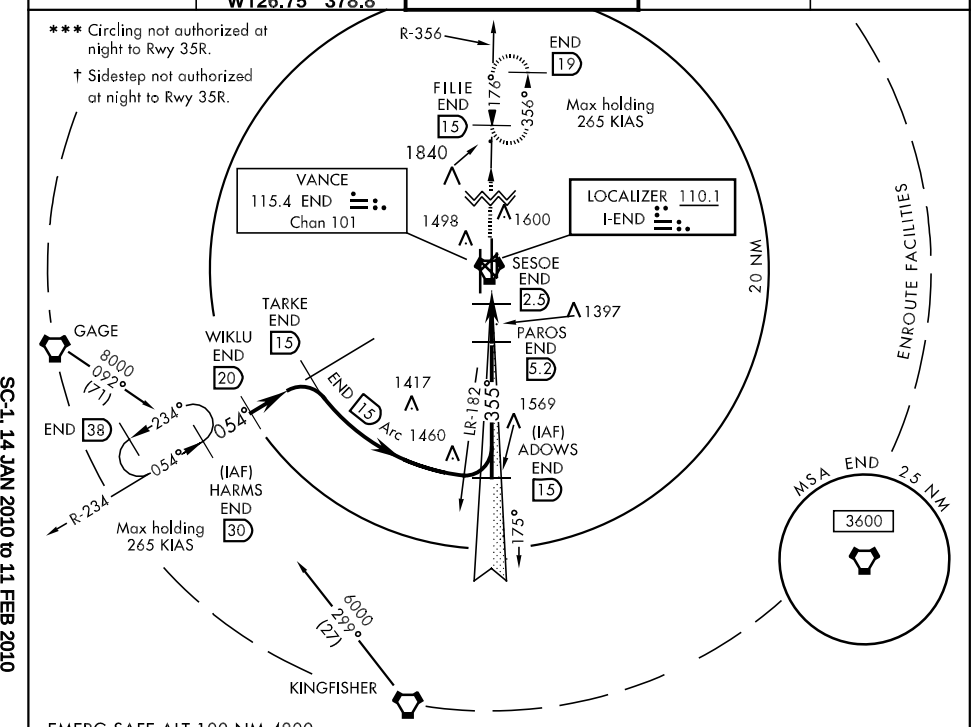
SALSF (A2)

MISSED APPROACH: Climb to 3000 intercept END VORTAC R-356 to FILIE and hold.

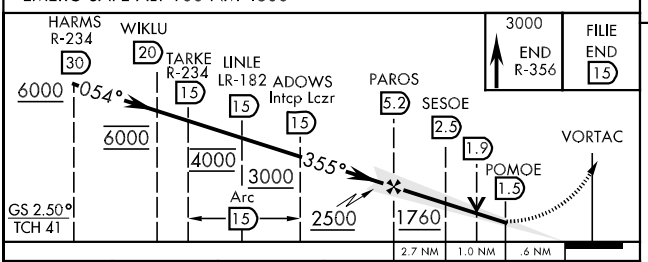
ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	E125.45 388.2 W126.75 378.8	124.05 259.1	121.8 289.4	225.4

*** Circling not authorized at night to Rwy 35R.

† Sidestep not authorized at night to Rwy 35R.

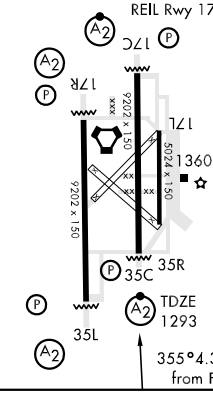


EMERG SAFE ALT 100 NM 4800



ELEV 1307

HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L



CATEGORY	A	B	C	D	E
S-ILS 35C *	1493/24 200 (200-½)		1493/40 200 (200-¾)		
S-LOC 35C **	1600/40 307 (300-¾)				
† SIDESTEP 35R	1760-1 476 (500-1)		1760-1¼ 476 (500-1¼)	1760-1½ 476 (500-1½)	NA
*** CIRCLING	1760-1 453 (500-1)		1760-1½ 453 (500-1½)	1860-2 553 (600-2)	2300-3 993 (1000-3)

ILS or LOC/DME Z RWY 17C

LOC I-LVC	APCH CRS	Rwy ldg 9202 / TDZE 1277 / Arpt Elev 1307
108.9	175°	AL-135 [USAF]

VANCE AFB (KEND)

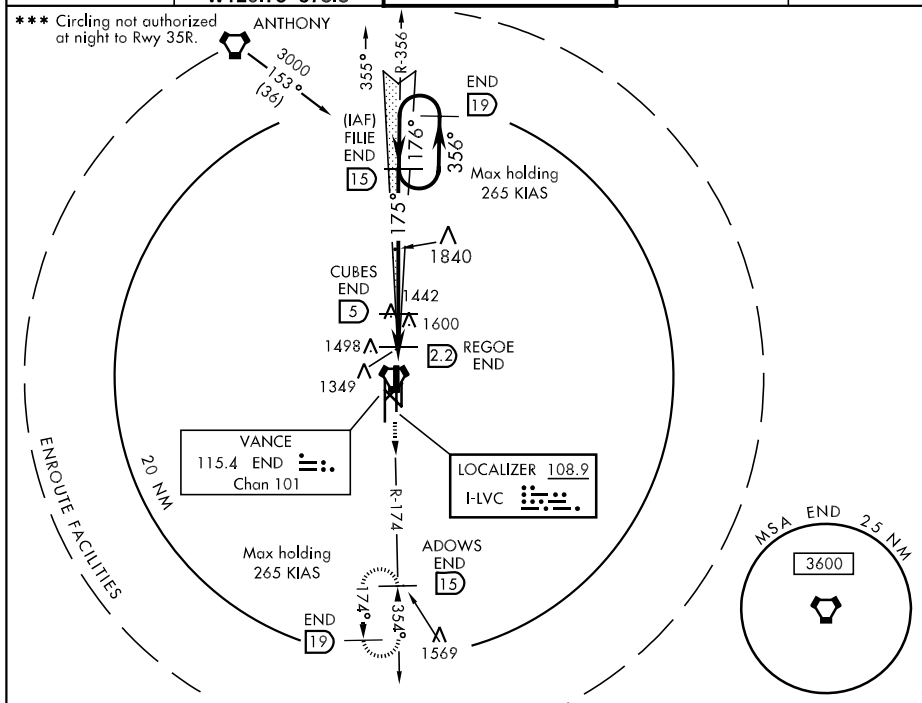
▼ * When ALS inop, increase CAT AB RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

SALSF (A2)

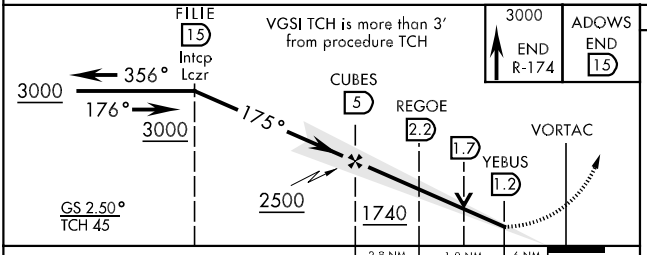
MISSED APPROACH: Climb to 3000, intercept END VORTAC R-174 to ADOWS and hold.

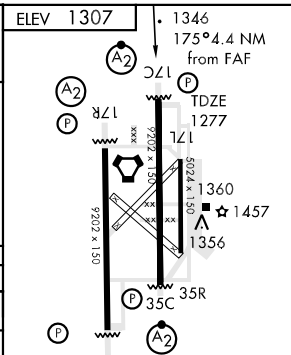
ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	E125.45 388.2 W126.75 378.8	124.05 259.1	121.8 289.4	225.4

*** Circling not authorized at night to Rwy 35R.



EMERG SAFE ALT 100 NM 4800





CATEGORY	A	B	C	D	E
S-ILS 17C *	1477/24 200 (200-½)		1477/40 200 (200-¾)		
S-LOC 17C **	1620/40 343 (400-¾)			1620/50 343 (400-1)	
SIDESTEP 17L	1740-1½ 458 (500-1½)				NA
CIRCLING ***	1760-1 453 (500-1)		1760-1½ 453 (500-1½)	1860-2 553 (600-2)	2300-3 993 (1000-3)

ILS or LOC/DME Z RWY 35C

LOC I-END	APCH CRS	Rwy ldg / TDZE / Arpt Elev
110.1	355°	9202 / 1293 / 1307

AL-135 [USAF]

VANCE AFB (KEND)

▼ * When ALS inop, increase CAT AB RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABCDE RVR to 50 and vis to 1 mile.

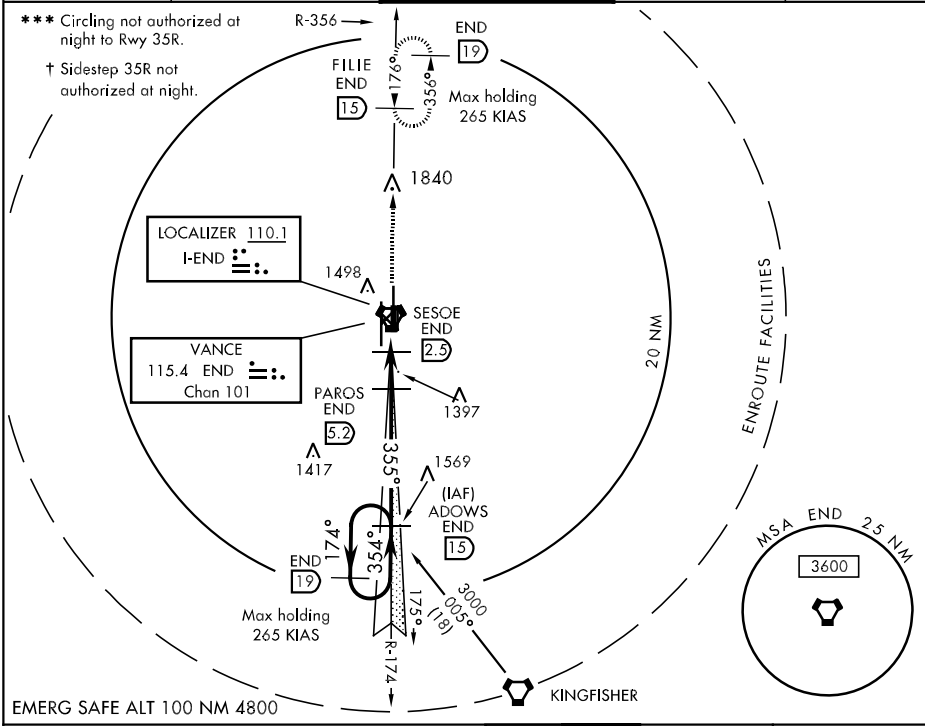
SALSF (A2)

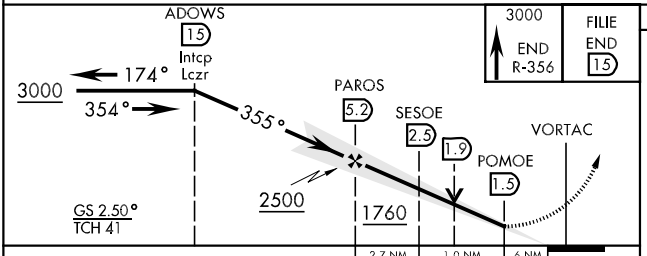
MISSED APPROACH: Climb to 3000, intercept END VORTAC R-356 to FILIE and hold.

ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	E125.45 388.2 W126.75 378.8	124.05 259.1	121.8 289.4	225.4

*** Circling not authorized at night to Rwy 35R.

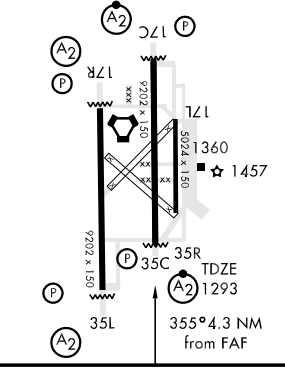
† Sidestep 35R not authorized at night.





ELEV 1307

HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L



CATEGORY	A	B	C	D	E
S-ILS 35C *	1493/24	200 (200-½)	1493/40	200	(200-¾)
S-LOC 35C**	1600/40	307	(300-¾)		
† SIDESTEP 35R	1760-1	476 (500-1)	1760-1¼ 476 (500-1¼)	1760-1½ 476 (500-1½)	NA
CIRCLING***	1760-1	453 (500-1)	1760-1½ 453 (500-1½)	1860-2 553 (600-2)	2300-3 993 (1000-3)

JAYHAWKE-TWO DEPARTURE (JHK 2•IFI)

SL-135 [USAF]

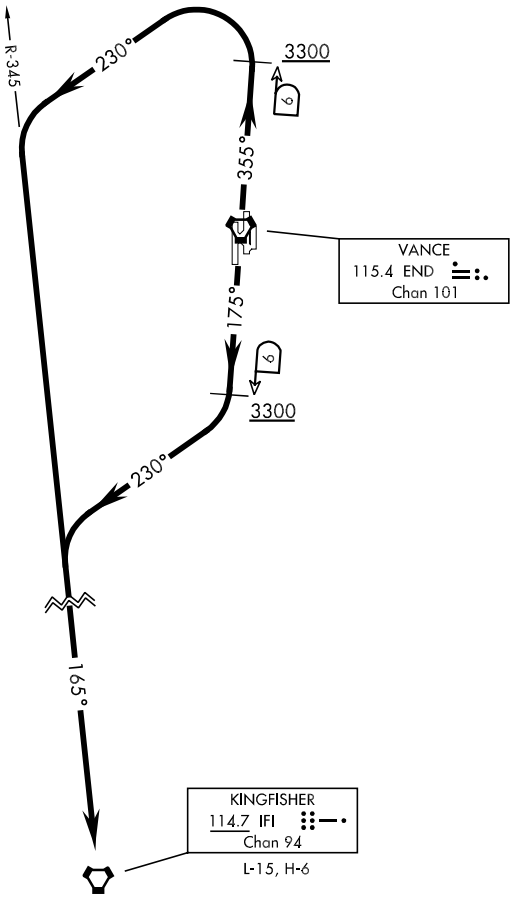
ENID, OKLAHOMA

ATIS★115.4 263.15
CLNC DEL
225.4
GND CON
121.8 289.4
VANCE TOWER★
124.05 259.1
VANCE DEP CON
120.525 306.3
FORT WORTH CENTER
128.4 290.2

Rwy	Knots	60	120	180	240
35L	V/V(fpm)	360	710	1060	1420
35C	V/V(fpm)	380	760	1140	1510
17R	V/V(fpm)	430	850	1270	1690
17C	V/V(fpm)	400	790	1180	1580

ATC Climb Rate to 3300

DME REQUIRED



EMERG SAFE ALT 100 NM 4800

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17C/R: Track 175° to END VORTAC 6 DME, cross END 6 DME at or above 3300, then turn right heading 230°, intercept IFI VORTAC R-345 to IFI.

TAKE-OFF RWY 35C/L: Track 355° to END VORTAC 6 DME, cross END 6 DME at or above 3300, then turn left heading 230°, intercept IFI VORTAC R-345 to IFI.

JAYHAWKE-TWO DEPARTURE (JHK 2•IFI)

ENID, OKLAHOMA

RNAV (GPS)-A

APCH CRS	Rwy ldg	NA
314°	TDZE	NA
	Arpt Elev	1307

AL-135 [USAF]

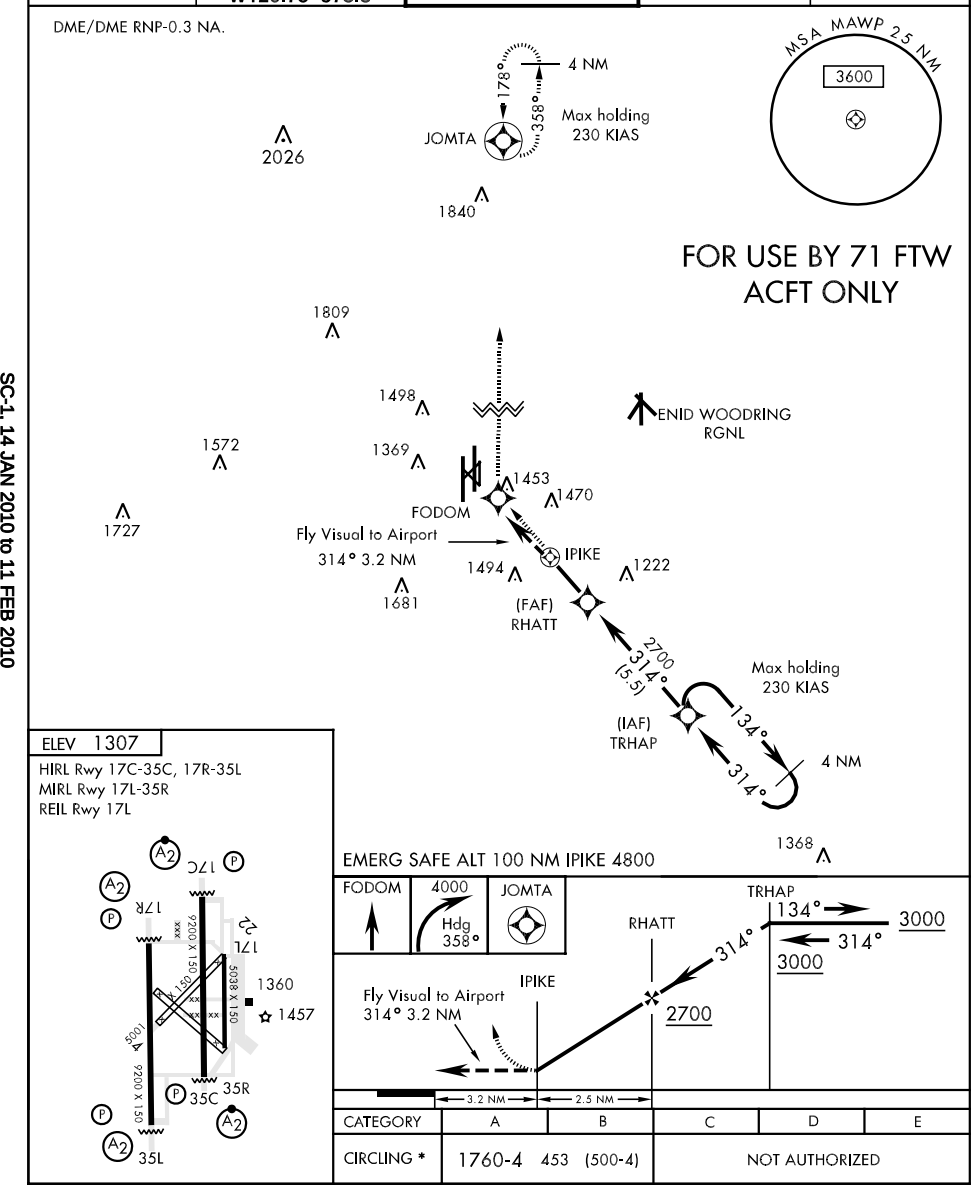
VANCE AFB (KEND)

* Circle to remain East of Rwy 35R/17L extended centerline unless directed otherwise by ATC.
* Circling not authorized at night to Rwy 35R.

MISSED APPROACH: Climb direct FODOM then climbing right turn to 4000 via 358° course to JOMTA and hold.

ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	E125.45 388.2 W126.75 378.8	124.05 259.1	121.8 289.4	225.4

DME/DME RNP-0.3 NA.



ELEV 1307

HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L

CATEGORY	A	B	C	D	E
CIRCLING *	1760-4 453 (500-4)		NOT AUTHORIZED		

RNAV (GPS)-B

APCH CRS	Rwy ldg	NA
199°	TDZE	NA
	Arpt Elev	1307

AL-135 [USAF]

VANCE AFB (KEND)

* Circle to remain East of Rwy 35R/17L extended centerline unless directed otherwise by ATC.
* Circling not authorized at night to Rwy 35R.

MISSED APPROACH: Climb direct FITVI then climbing left turn to 4000 via 172° course to RAMPE and hold.

ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	E125.45 388.2 W121.3 291.1	124.05 259.1	121.8 289.4	225.4

DME/DME RNP-0.3 NA.

199° 4 NM
019°
(IAF) KRMLN
Max holding 230 KIAS
1482
2026
1840
2800
199° (7.5)
1519
FOR USE BY 71 FTW ACFT ONLY
(FAF) CITLU
1809
1600
COGUG
Fly Visual to Airport 199° 3.4 NM
1498
FITVI
ENID WOODRING RGNL
1572
1369
1727
1470
1494
1222
1681
MSA MAWP 25 NM
3600
RAMPE
Max holding 230 KIAS
172°
352°
4 NM

EMERG SAFE ALT 100 NM COGUG 4800

FITVI 4000 Hdg 172° RAMPE

KRMLN 019° 3000 199° 3000

CITLU 199° 2800

Fly Visual to Airport 199° 3.4 NM

COGUG

3.4 NM 2.5 NM

CATEGORY	A	B	C	D	E
CIRCLING *	1880-4	573 (600-4)	NOT AUTHORIZED		

ELEV 1307
HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L

17C 17R 17L 35R 35C 35L
9200 X 150
5038 X 150
1360
1457
1005

RNAV (GPS) RWY 17C

APCH CRS	Rwy ldg	9202
175°	TDZE	1277
	Arpt Elev	1307

AL-135 [USAF]

VANCE AFB (KEND)

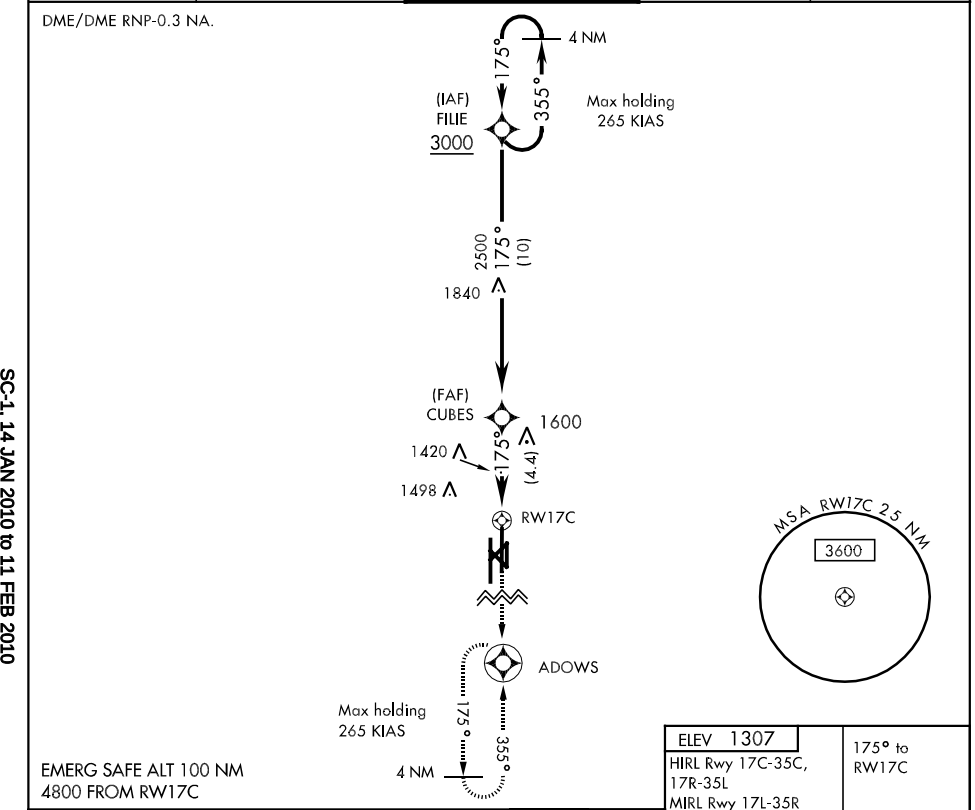
▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles , CAT E vis to 1½ miles.
** Circling not authorized at night to RWY 35R.

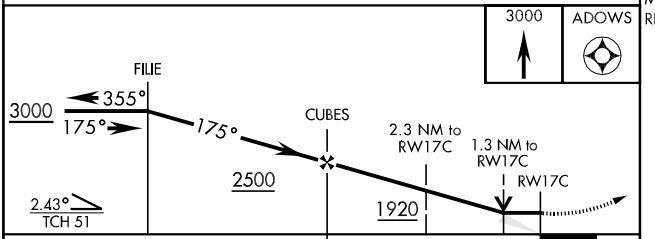
SALSF

MISSED APPROACH: Climb to 3000 direct ADOWS and hold.

ATIS *	VANCE APP CON	VANCE TOWER *	GND CON	CLNC DEL
115.4 263.15	E125.45 388.2 W126.75 378.8	124.05 259.1	121.8 289.4	225.4

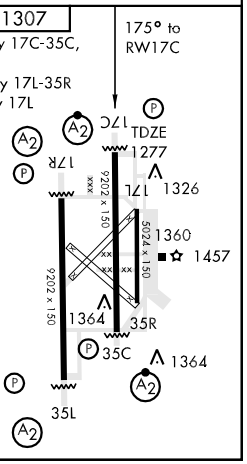
DME/DME RNP-0.3 NA.





CATEGORY	A	B	C	D	E
LNAV MDA *	1680/40 403 (400-¾)		1680/50 403 (400-1)		1680/60 403 (400-1¼)
CIRCLING **	1760-1 453 (500-1)		1760-1½ 453 (500-1½)	1860-2 553 (600-2)	2300-3 993 (1000-3)

ELEV 1307
HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L



RNAV (GPS) RWY 35C

APCH CRS	Rwy ldg	9202
355°	TDZE	1293
	Arpt Elev	1307

AL-135 [USAF]

VANCE AFB (KEND)

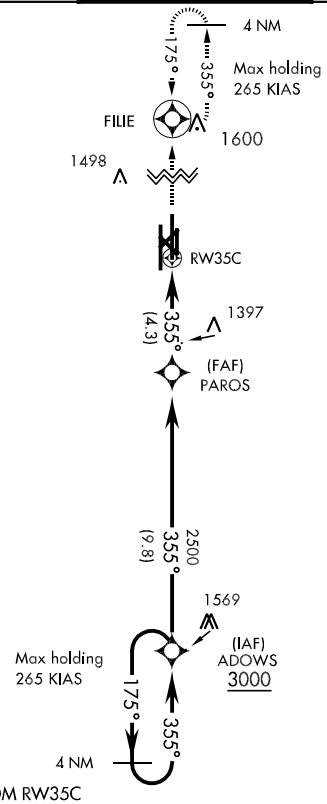
▼ * When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
** Circling not authorized at night to RWY 35R.

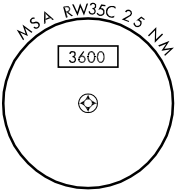
SALSF (A2)

MISSED APPROACH: Climb to 3000 direct FILIE and hold.

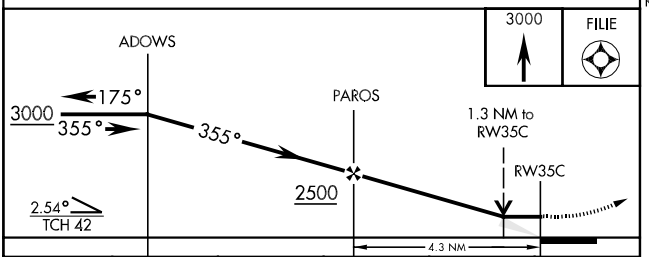
ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	E125.45 388.2 W126.75 378.8	124.05 259.1	121.8 289.4	225.4

DME/DME RNP-0.3 NA.



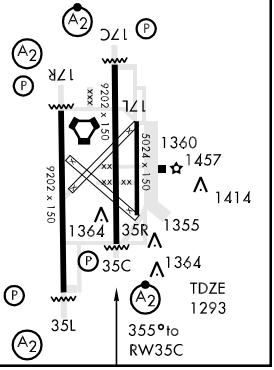


EMERG SAFE ALT 100 NM 4800 FROM RW35C



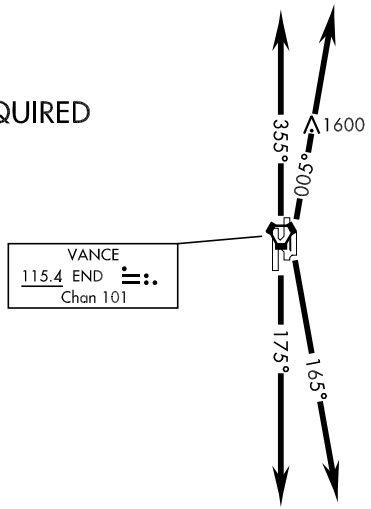
CATEGORY	A	B	C	D	E
LNAV MDA *	1680/40 387 (400-¾)			1680/50 387 (400-1)	
CIRCLING **	1760-1 453 (500-1)		1760-1½ 453 (500-1½)	1860-2 553 (600-2)	2300-3 993 (1000-3)

ELEV 1307
HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L



ATIS★ 115.4 263.15
CLNC DEL
225.4
GND CON
121.8 289.4
VANCE TOWER★
124.05 259.1
VANCE DEP CON
120.525 306.3

RADAR REQUIRED



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17C/R: Track 175° climbing to 5000 or assigned altitude...

TAKE-OFF RWY 35 C/L: Track 355° climbing to 5000 or assigned altitude...

TAKE-OFF RWY 17L: Track 165° climbing to 5000 or assigned altitude...

TAKE-OFF RWY 35R: Track 005° climbing to 5000 or assigned altitude...

Expect radar vector to assigned route. Expect further clearance to filed altitude 10 minutes after departure.

VOR/DME-A

VORTAC END 115.4 Chan 101	APCH CRS 314°	Rwy Idg NA TDZE NA Arpt Elev 1307

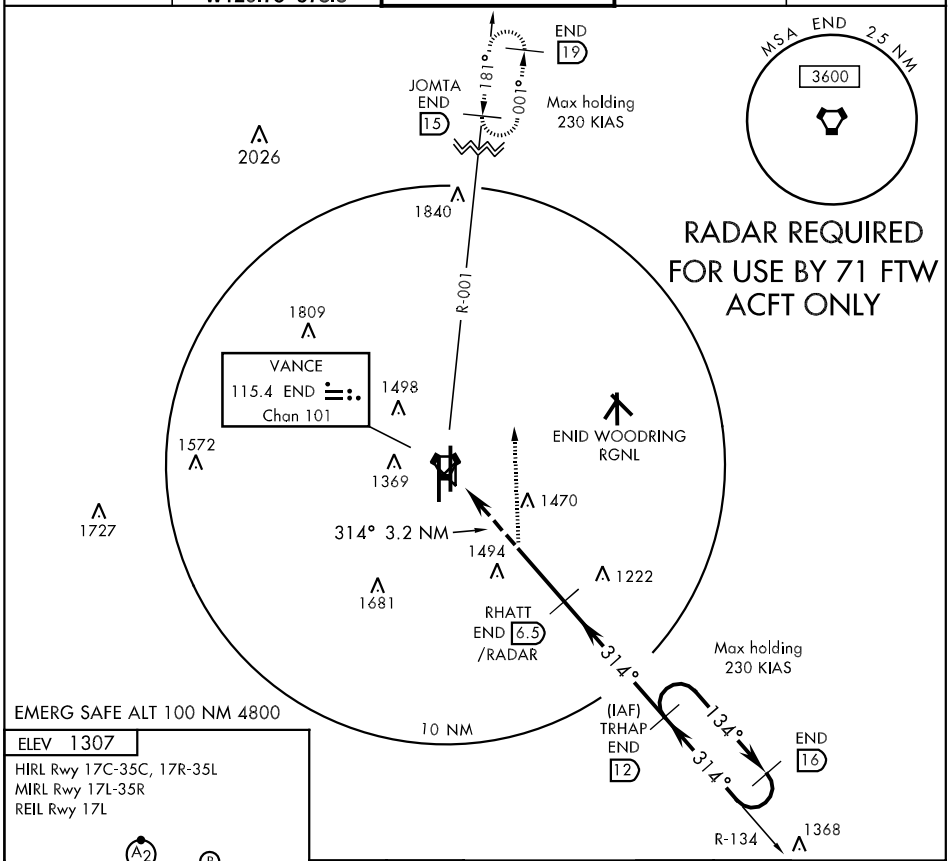
AL-135 [USAF]

VANCE AFB (KEND)

▼ * Circle to remain East of Rwy 35R/17L extended centerline unless directed otherwise by ATC. Circling NA at night to Rwy 35R.

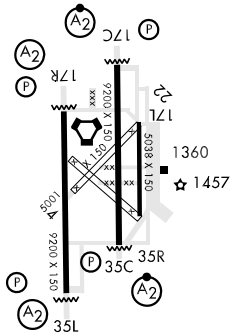
MISSED APPROACH: Immediate climbing right turn to 4000 via heading 353° to JOMTA and hold.

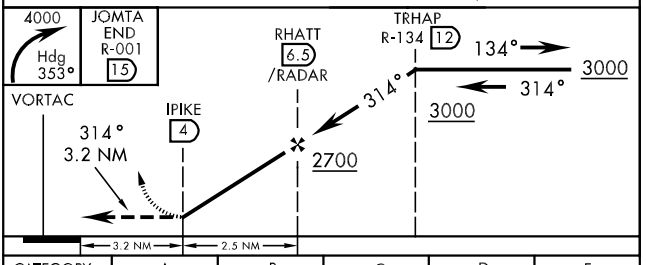
ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	E125.45 388.2 W126.75 378.8	124.05 259.1	121.8 289.4	225.4



ELEV 1307

HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L





CATEGORY	A	B	C	D	E
CIRCLING *	1780-4	473 (500-4)	NOT AUTHORIZED		

SC-1, 14 JAN 2010 to 11 FEB 2010

VOR/DME-B

VORTAC END 115.4 Chan 101	APCH CRS 199°	Rwy ldg NA TDZE NA Arpt Elev 1307

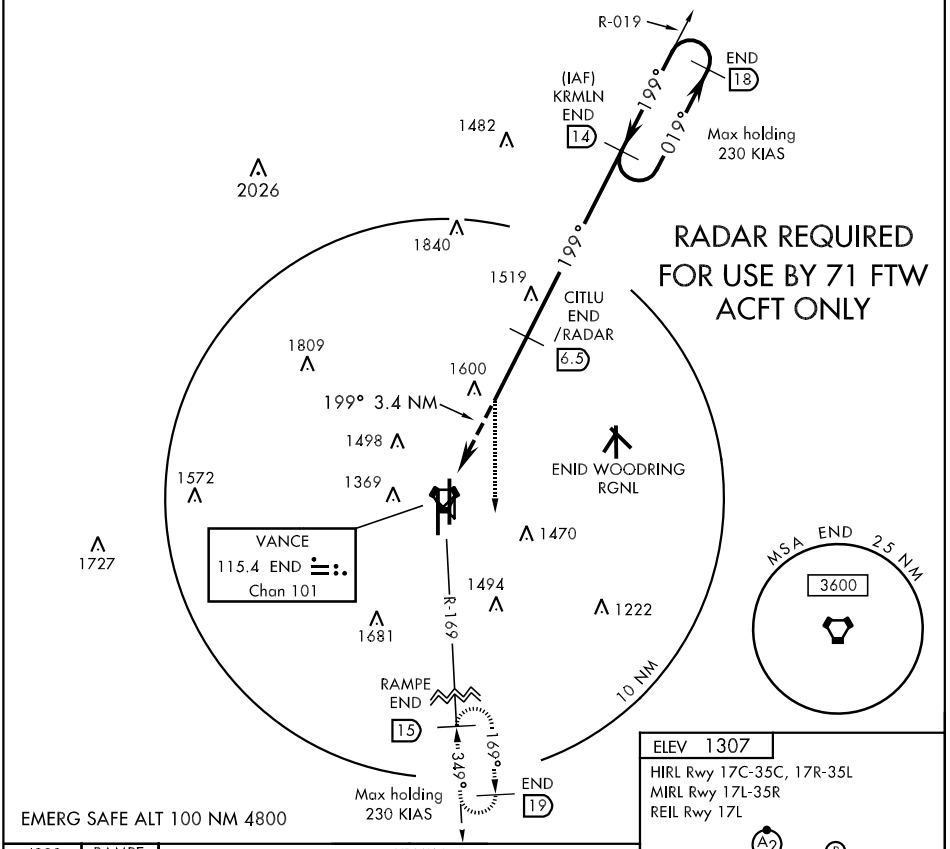
AL-135 [USAF]

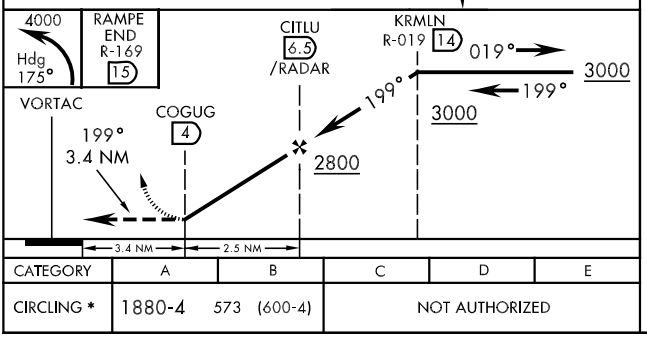
VANCE AFB (KEND)

* Circle to remain East of Rwy 35R/17L extended centerline unless directed otherwise by ATC. Circling NA at night to Rwy 35R.

MISSED APPROACH: Immediate climbing left turn to 4000 via heading 175° to RAMPE and hold.

ATIS *	VANCE APP CON	VANCE TOWER *	GND CON	CLNC DEL
115.4 263.15	E125.45 388.2 W121.3 291.1	124.05 259.1	121.8 289.4	225.4

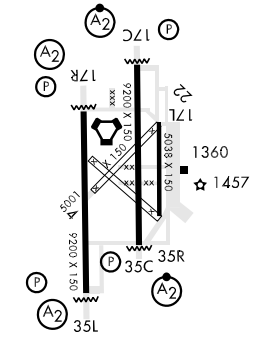




CATEGORY	A	B	C	D	E
CIRCLING *	1880-4	573 (600-4)	NOT AUTHORIZED		

ELEV 1307

HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L



VOR/DME or TACAN RWY 17C

VORTAC END	APCH CRS	Rwy ldg 9202
115.4	182°	TDZE 1277
Chan 101		Arpt Elev 1307

AL-135 [USAF]

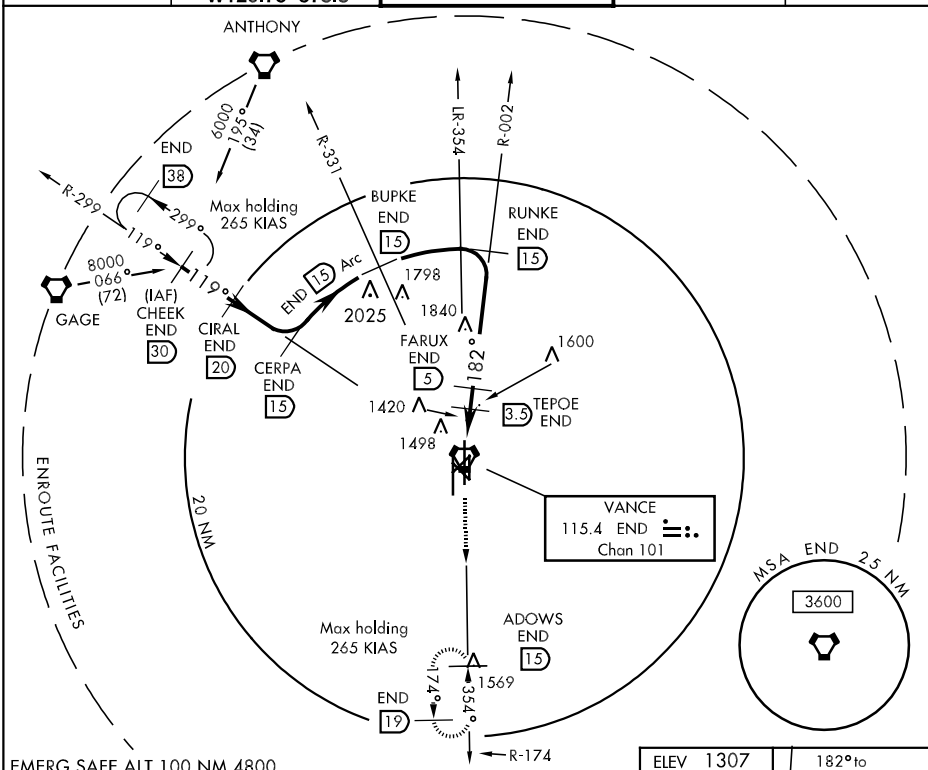
VANCE AFB (KEND)

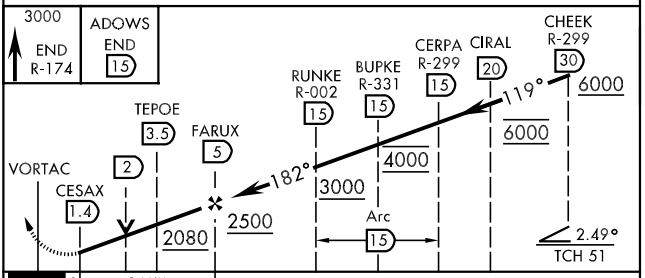
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling not authorized at night to Rwy 35R.

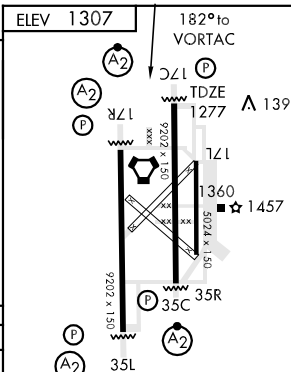
SALSF

MISSED APPROACH: Climb to 3000, intercept END VORTAC R-174 to ADOWS and hold.

ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	E125.45 388.2 W126.75 378.8	124.05 259.1	121.8 289.4	225.4







CATEGORY	A	B	C	D	E
S-17C *	1680/40	403 (400-¾)	1680/50	403 (400-1)	1680/60 403 (400-1¼)
CIRCLING **	1760-1	453 (500-1)	1760-1½ 453 (500-1½)	1860-2 553 (600-2)	2300-3 993 (1000-3)

HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L

VOR/DME or TACAN RWY 17R

VORTAC END	APCH CRS	Rwy ldg	9202
115.4	162°	TDZE	1285
Chan 101		Arpt Elev	1307

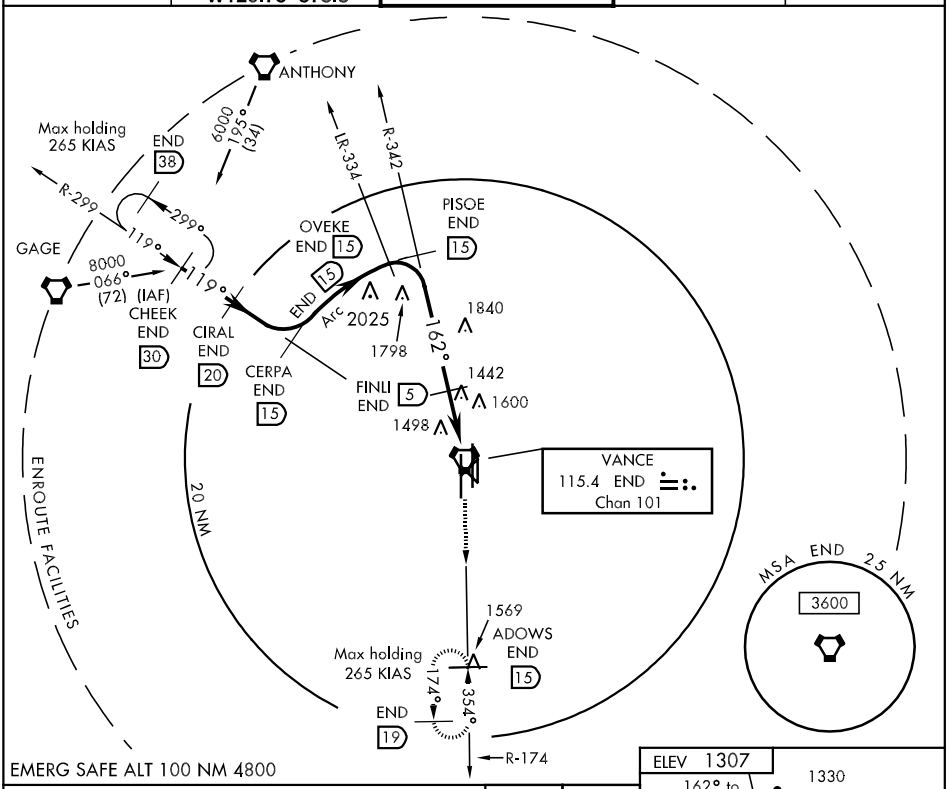
AL-135 [USAF] VANCE AFB (KEND)

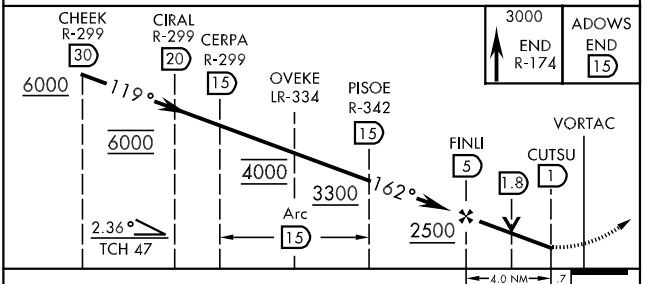
* When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1¼ miles, CAT DE vis to 1½ miles.
** Circling not authorized at night to Rwy 35R.

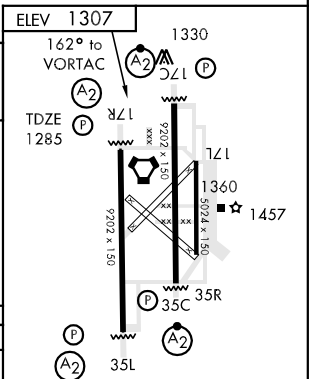
SALS (A2)

MISSED APPROACH: Climb to 3000, intercept END VORTAC R-174 to ADOWS and hold.

ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	E125.45 388.2 W126.75 378.8	124.05 259.1	121.8 289.4	225.4







CATEGORY	A	B	C	D	E
S-17R *	1720-¾	435 (500-¾)	1720-1 435 (500-1)	1720-1¼	435 (500-1¼)
CIRCLING **	1760-1	453 (500-1)	1760-1½ 453 (500-1½)	1860-2 553 (600-2)	2300-3 993 (1000-3)

HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L

SC-1, 14 JAN 2010 to 11 FEB 2010

VOR/DME or TACAN RWY 35C

VORTAC END	APCH CRS	Rwy ldg 9202
115.4	349°	TDZE 1293
Chan 101		Arpt Elev 1307

AL-135 [USAF]

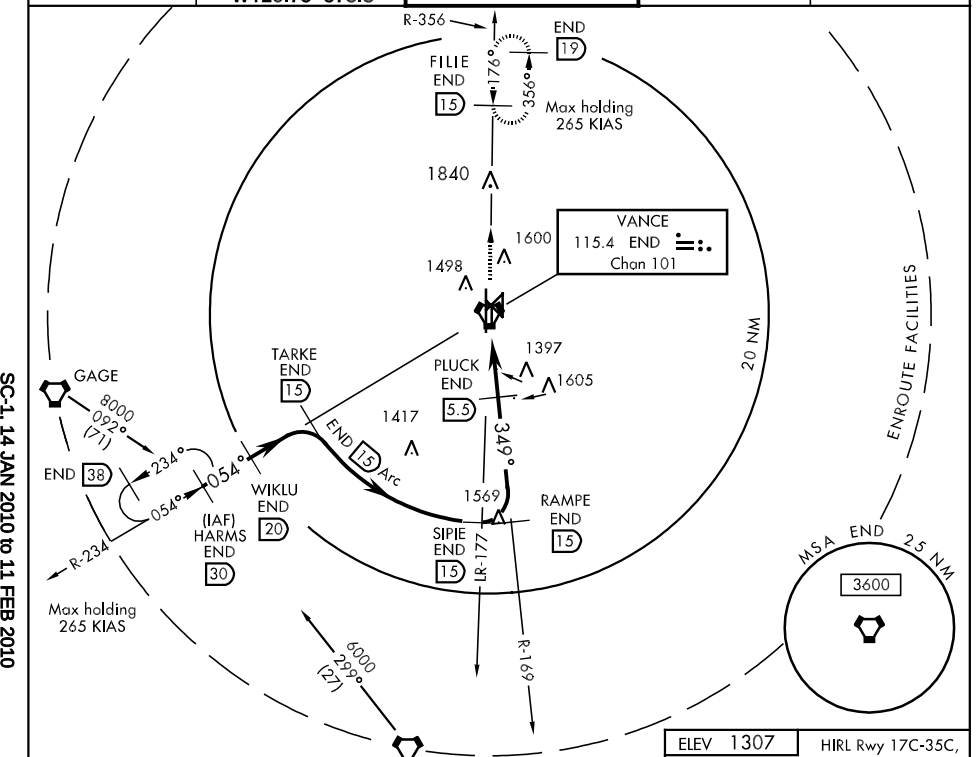
VANCE AFB (KEND)

▼ * When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
** Circling not authorized at night to Rwy 35R.

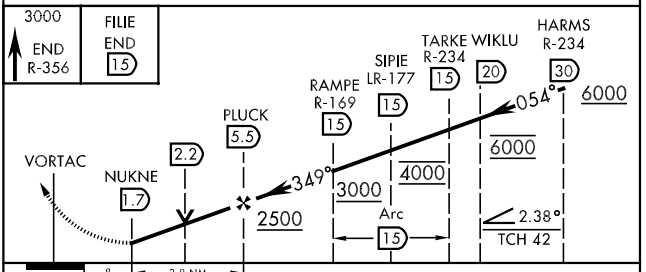
SALSF (A2)

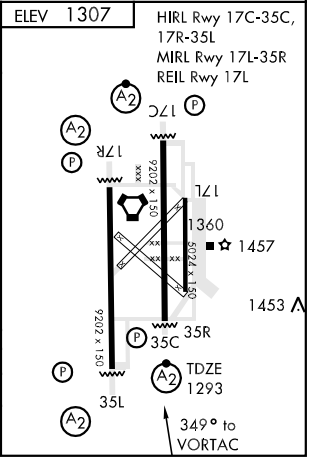
MISSED APPROACH: Climb to 3000, intercept END VORTAC R-356 to FILIE and hold.

ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	E125.45 388.2 W126.75 378.8	124.05 259.1	121.8 289.4	225.4



EMERG SAFE ALT 100 NM 4800





CATEGORY	A	B	C	D	E
S-35C *	1680/40 387 (400-¾)			1680/50 387 (400-1)	
CIRCLING **	1760-1 453 (500-1)		1760-1½ 453 (500-1½)	1860-2 553 (600-2)	2300-3 993 (1000-3)

SC-1, 14 JAN 2010 to 11 FEB 2010

ENID, OKLAHOMA

VOR/DME or TACAN RWY 35L

VORTAC END	APCH CRS	Rwy ldg 9202
115.4	003°	TDZE 1307
Chan 101		Arpt Elev 1307

AL-135 [USAF]

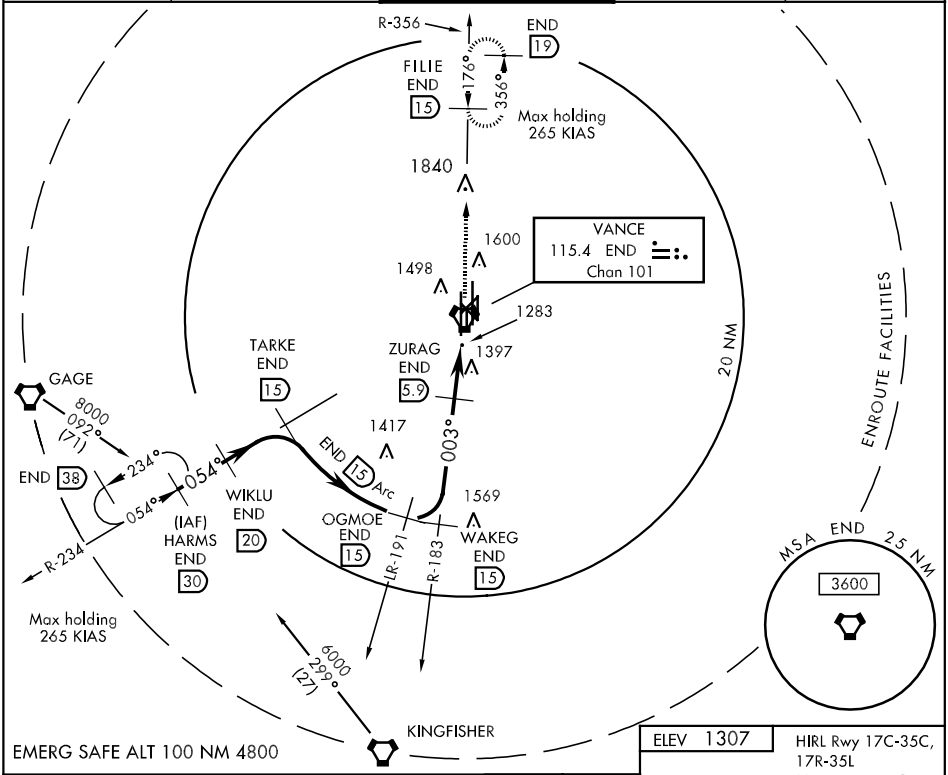
VANCE AFB (KEND)

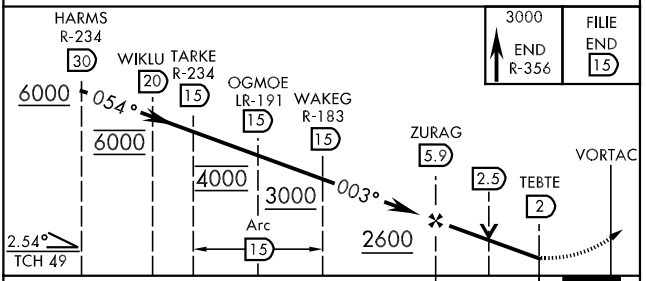
▼ * When ALS inop, increase CAT ABC vis to 1 mile, CAT DE vis to 1¼ miles.
** Circling not authorized at night to Rwy 35R.

SALS (A2)

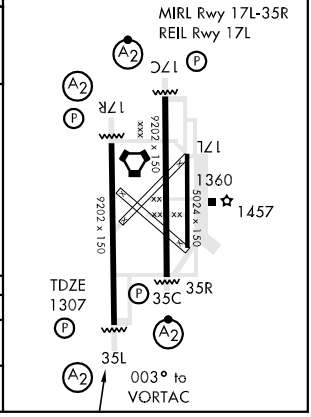
MISSED APPROACH: Climb to 3000, intercept END VORTAC R-356 to FILIE and hold.

ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	E125.45 388.2 W126.75 378.8	124.05 259.1	121.8 289.4	225.4





CATEGORY	A	B	C	D	E
S-35L *	1680-¾ 373 (400-¾)			1680-1 373 (400-1)	
CIRCLING **	1760-1 453 (500-1)		1760-1½ 453 (500-1½)	1860-2 553 (600-2)	2300-3 993 (1000-3)



ENID, OKLAHOMA

36° 20'N-97° 55'W

VANCE AFB (KEND)

Orig 09183

VOR/DME or TACAN RWY 35L

SC-1, 14 JAN 2010 to 11 FEB 2010

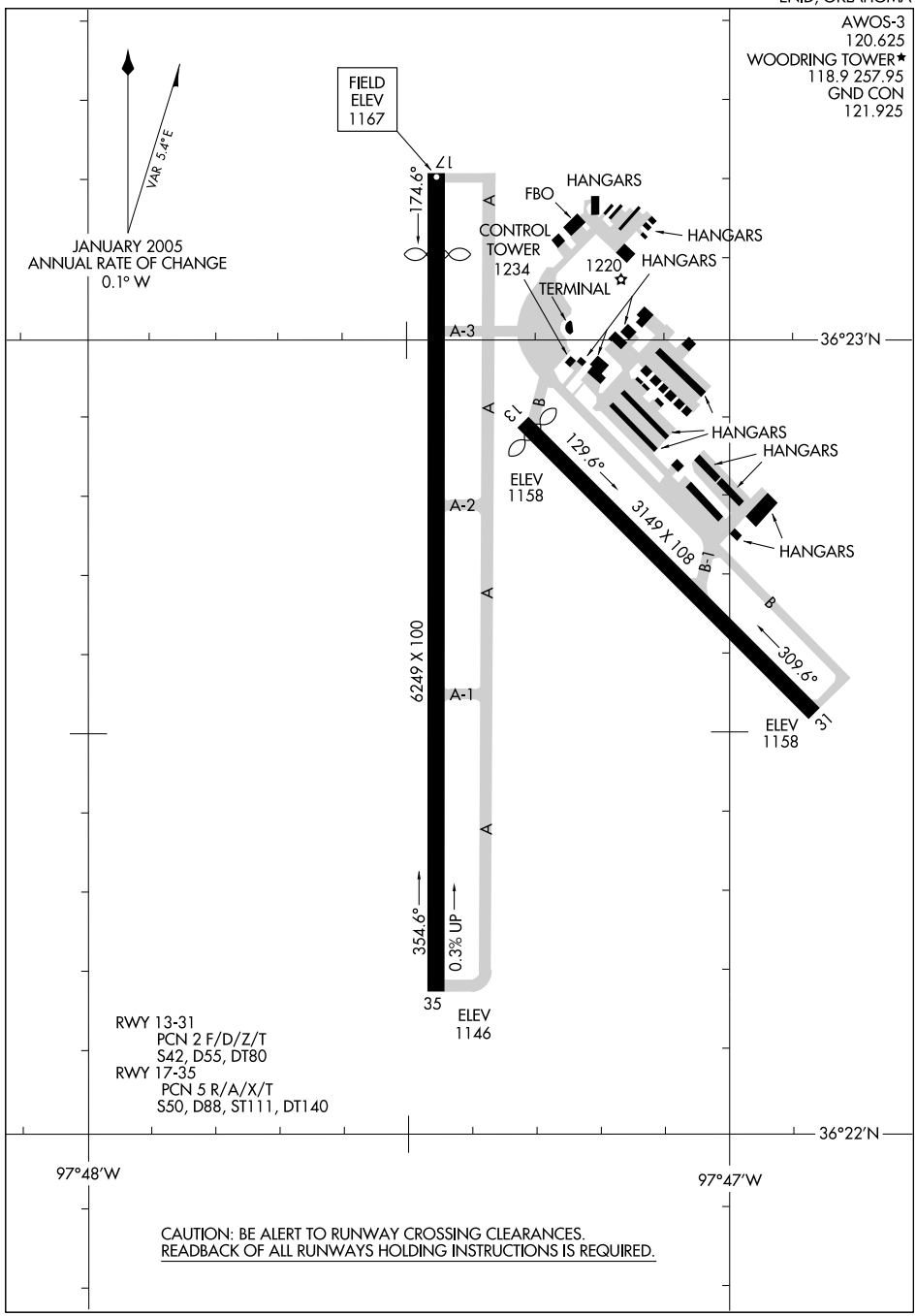
09239

AIRPORT DIAGRAM

AL-136 (FAA)

ENID WOODRING RGNL (WDG)

ENID, OKLAHOMA



SC-1, 14 JAN 2010 to 11 FEB 2010

LOC I-EIU	APP CRS	Rwy Idg	6249
108.3	355°	TDZE	1152
		Apt Elev	1167

ILS or LOC RWY 35

ENID WOODRING RGNL (WDG)

ADF required. When local altimeter setting not received, use Guthrie altimeter setting and increase all DA/MDA 100 feet, S-LOC Cat C/D visibility and Circling Cat C visibility ¼ mile. For inoperative MALSR, when using Guthrie altimeter setting, increase S-ILS 35 all Cats visibility to 1 mile, S-LOC 35 Cat C visibility to 1¼ and S-LOC Cat D visibility to 1½.

MALSR

MISSED APPROACH: Climb to 2500 then climbing right turn to 3100 direct GARFY LOM and hold.

AWOS-3	VANCE APP CON ★	WOODRING TOWER ★	GND CON	UNICOM
120.625	119.775 378.8	118.9 L 257.95	121.925	122.95

ANTHONY 112.9 ANY Chan 76

PIONEER 113.2 PER Chan 79

LOCALIZER 108.3 I-EIU

WOODRING 109.0 ODG Chan 27

LOM/IAF GARFY 341 EI

ODG 5.9

(IAF) PODDS ODG 12

(IF) YOBUL ODG 12

(IAF) KJACK INT

KINGFISHER 114.7 IFI Chan 94

WILL ROGERS 114.1 IRW Chan 88

3100 to LOM 154° (56)

3100 to LOM 22° (41.6)

3600 212° (29.8)

3100 173° (5.9)

3100 355° (6.1)

3600 NoPT 355° (3.9)

3600 NoPT ODG 12 Arc

3600 342° (45.8)

3600 021° (20.9)

R-087

R-025

IFI

R-021

LR-193

ODG R-173

10 NM

A-562A

MSA EI 25 NM 3600

ALTERNATE MISSED APCH FIX ODG 109.0 Chan 27 GARFY ODG 5.9 R-175

ELEV 1167 D

1209 1184 1176 1191 1217 1234 1205 1188 1175 1167±

6249 X 100 3149 X 108 0.3% UP

TDZE 1152

35

355° 5.7 NM from FAF

REIL Rwy 17

MIRL Rwy 13-31

MIRL Rwy 17-35 L

2500 3100 EI 341

VGSI and ILS glidepath not coincident.

LOM ODG 5.9 3042 MM 1352

Remain within 10 NM

175° 355° 3100 GS 3.00° TCH 60

0.5 5.2 NM

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

CATEGORY	A	B	C	D
S-ILS 35	1352-½ 200 (200-½)			
S-LOC 35	1520-½ 368 (400-½)			1520-¾ 368 (400-¾)
CIRCLING	1720-1 553 (600-1)		1720-1½ 553 (600-1½)	1720-2 553 (600-2)

SC-1, 14 JAN 2010 to 11 FEB 2010

WAAS CH 50213 W17A	APP CRS 175°	Rwy Idg 5638 TDZE 1165 Apt Elev 1167

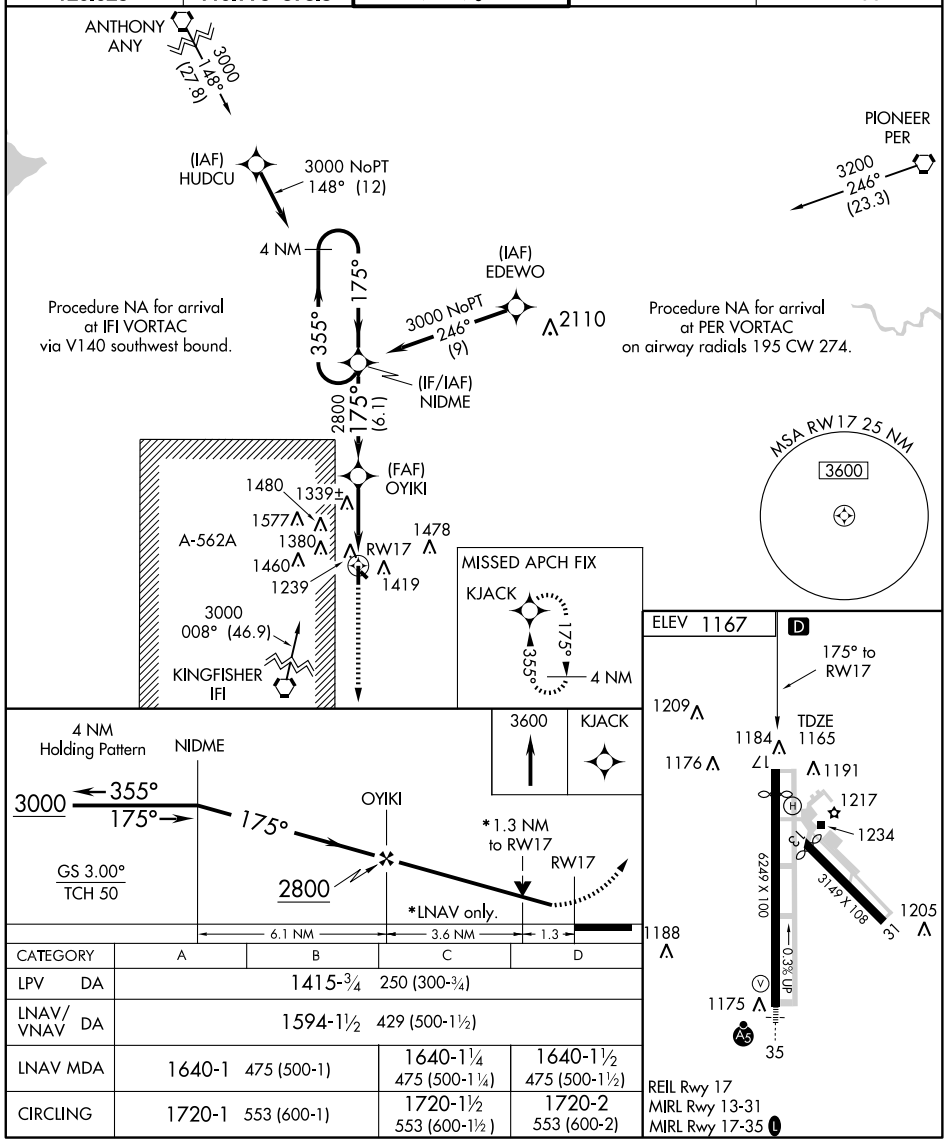
RNAV (GPS) RWY 17

ENID WOODRING RGNL (WDG)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Guthrie altimeter setting and increase all DA 98 feet and all MDA 100 feet; increase LPV all Cats visibility to 1¼ miles, LNAV/VNAV all Cats visibility to 1¾ miles, LNAV Cat C visibility to 1½ miles, LNAV Cat D visibility to 1¾ miles and Circling Cat C visibility to 1¾ miles. Baro-VNAV and VDP NA when using Guthrie altimeter setting.

MISSED APPROACH: Climb to 3600 direct KJACK and hold.

AWOS-3	VANCE APP CON ★	WOODRING TOWER ★	GND CON	UNICOM
120.625	119.775 378.8	118.9 (CTAF) L 257.95	121.925	122.95



CATEGORY	A	B	C	D
LPV DA	1415-¾ 250 (300-¾)			
LNAV/VNAV DA	1594-1½ 429 (500-1½)			
LNAV MDA	1640-1 475 (500-1)		1640-1¼ 475 (500-1¼)	1640-1½ 475 (500-1½)
CIRCLING	1720-1 553 (600-1)		1720-1½ 553 (600-1½)	1720-2 553 (600-2)

SC-1, 14 JAN 2010 to 11 FEB 2010

WAAS CH 97413 W35A	APP CRS 355°	Rwy Idg 6249 TDZE 1152 Apt Elev 1167

RNAV (GPS) RWY 35

ENID WOODRING RGNL (WDG)

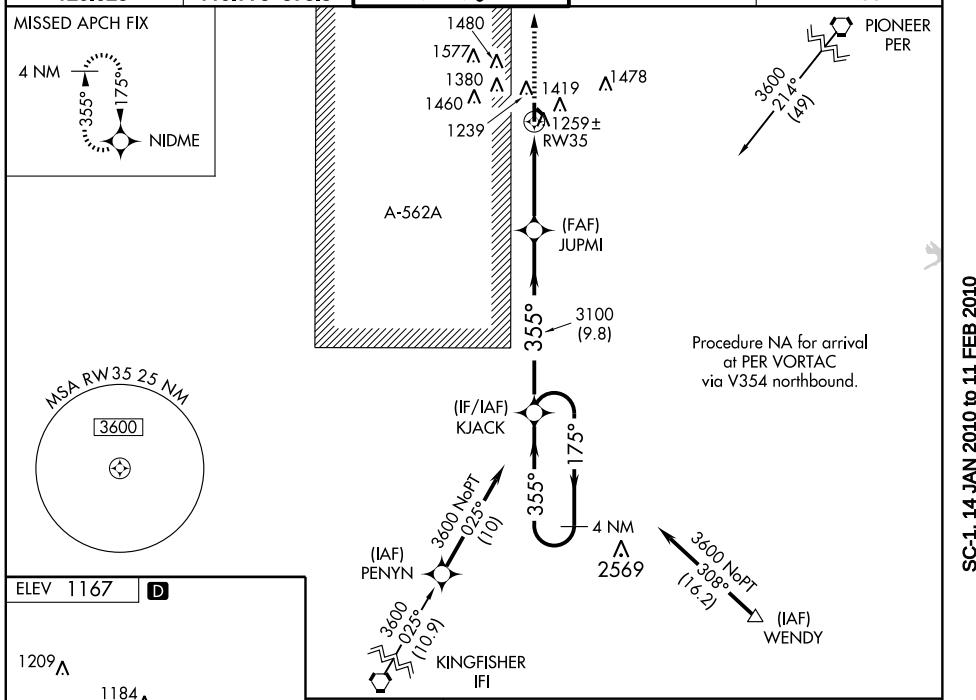
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Guthrie altimeter setting and increase all DA 98 feet and all MDA 100 feet; increase LNAV/VNAV all Cats visibility to 1¼ miles, LNAV Cat C visibility to 1 mile and Circling Cat C visibility to 1¾ miles. Baro-VNAV and VDP NA when using Guthrie altimeter setting. For inoperative MALSR, increase LNAV Cat D visibility to 1¼ miles. For inoperative MALSR, when using Guthrie altimeter setting, increase LPV all Cats visibility to 1 mile, LNAV/VNAV all Cats visibility to 1¾ miles and LNAV Cats C and D visibility to 1½ miles.

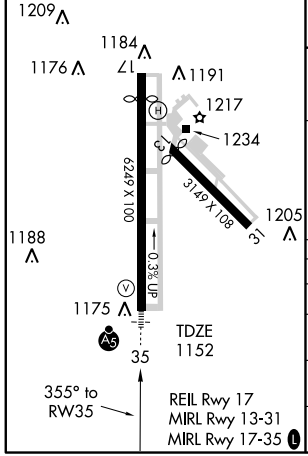
MALSR

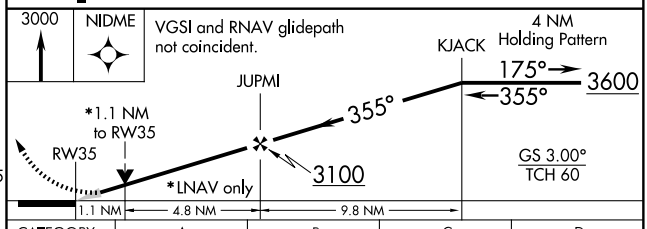
MISSED APPROACH: Climb to 3000 direct NIDME and hold.

AWOS-3	VANCE APP CON ★	WOODRING TOWER ★	GND CON	UNICOM
120.625	119.775 378.8	118.9 (CTAF) L 257.95	121.925	122.95

MISSED APCH FIX







CATEGORY	A	B	C	D
LPV DA	1352-½ 200 (200-½)			
LNAV/VNAV DA	1529-¾ 377 (400-¾)			
LNAV MDA	1560-½ 408 (400-½)		1560-¾ 408 (400-¾)	1560-1 408 (400-1)
CIRCLING	1720-1 553 (600-1)		1720-1½ 553 (600-1½)	1720-2 553 (600-2)

SC-1, 14 JAN 2010 to 11 FEB 2010

VOR/DME ODG 109.0 Chan 27	APP CRS 167°	Rwy Idg 5638 TDZE 1165 Apt Elev 1167

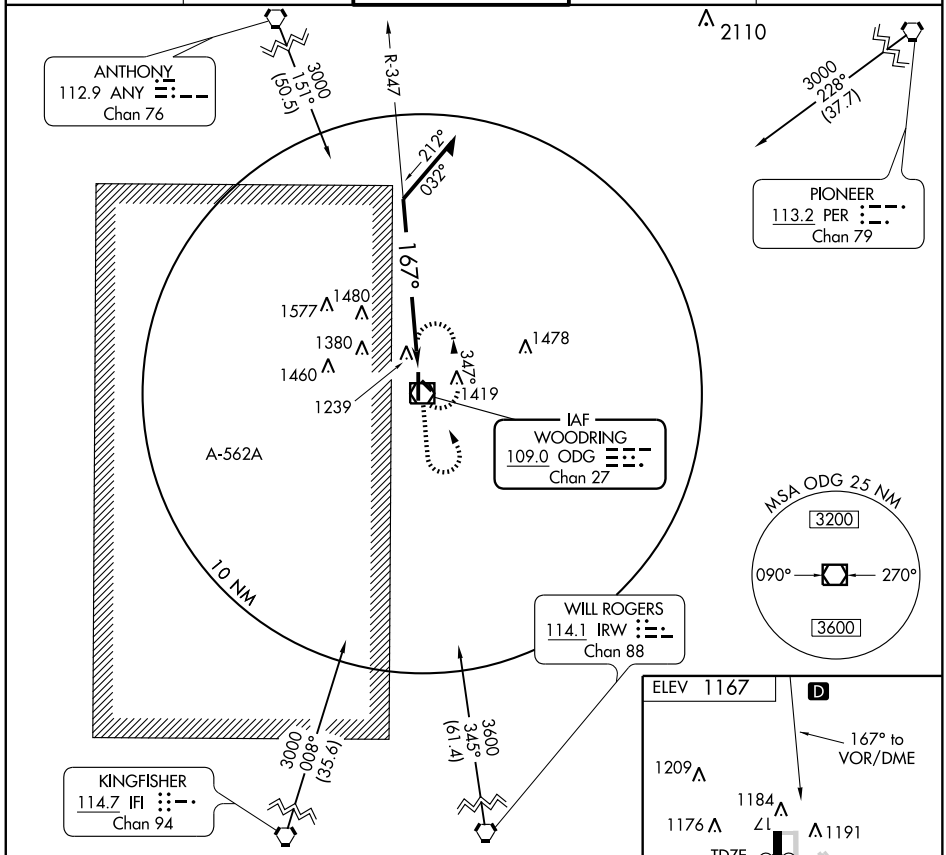
VOR RWY 17

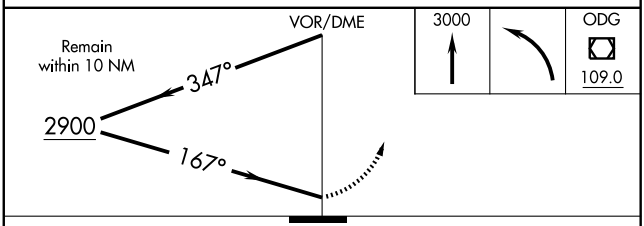
ENID WOODRING RGNL (WDG)

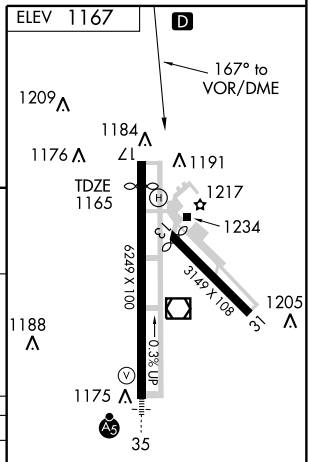
When local altimeter setting not received, use Guthrie altimeter setting and increase all MDA 100 feet, S-17 Cat C/D visibility and Circling Cat C/D visibility ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 then left turn direct ODG VOR/DME and hold.

AWOS-3	VANCE APP CON ★	WOODRING TOWER ★	GND CON	UNICOM
120.625	119.775 378.8	118.9 (CTAF) L 257.95	121.925	122.95







CATEGORY	A	B	C	D
S-17	1800-1	635 (700-1)	1800-1¾ 635 (700-1¾)	1800-2 635 (700-2)
CIRCLING	1800-1	633 (700-1)	1800-1¾ 633 (700-1¾)	1800-2 633 (700-2)

SC-1, 14 JAN 2010 to 11 FEB 2010

VOR/DME ODG	APP CRS	Rwy Idg	6249
109.0	357°	TDZE	1152
Chan 27		Apt Elev	1167

VOR RWY 35

ENID WOODRING RGNL (WDG)

When local altimeter setting not received, use Guthrie altimeter setting and increase all MDA 100 feet, S-35 Cat C/D visibility and Circling Cat C visibility ¼ mile. VDP NA when using Guthrie altimeter setting.

MALSR

MISSED APPROACH: Climb to 3000 then right turn direct ODG VOR/DME and hold.

AWOS-3	VANCE APP CON ★	WOODRING TOWER ★	GND CON	UNICOM
120.625	119.775 378.8	118.9 (CTAF) L 257.95	121.925	122.95

2025

ANTHONY
112.9 ANY
Chan 76

3000
151°
(50.5)

PIONEER
113.2 PER
Chan 79

3000
228°
(37.7)

IAF
WOODRING
109.0 ODG
Chan 27

1239
1480
1577
1380
1460
1419
1289±
177°

A-562A

357°

10 NM

132°
312°

MSA ODG 25 NM
3200
090° 270°
3600

WILL ROGERS
114.1 IRW
Chan 88

R-177

3000
008°
(35.6)

3600
345°
(61.4)

KINGFISHER
114.7 IFI
Chan 94

ELEV 1167 D

1209
1184
1176
1191
1217
1234
6249 X 100
3149 X 108
1205
1188
0.3% UP
1175
TDZE
1152
35
31
357° to VOR/DME

REIL Rwy 17
MIRL Rwy 13-31
MIRL Rwy 17-35 L

VOR/DME

Remain within 10 NM

177°
ODG
1.5
2800
357°

1.3
0.2

3000

ODG
109.0

CATEGORY	A	B	C	D
S-35	1600-½	448 (500-½)	1600-¾ 448 (500-¾)	1600-1 448 (500-1)
CIRCLING	1720-1	553 (600-1)	1720-1½ 553 (600-1½)	1720-2 553 (600-2)

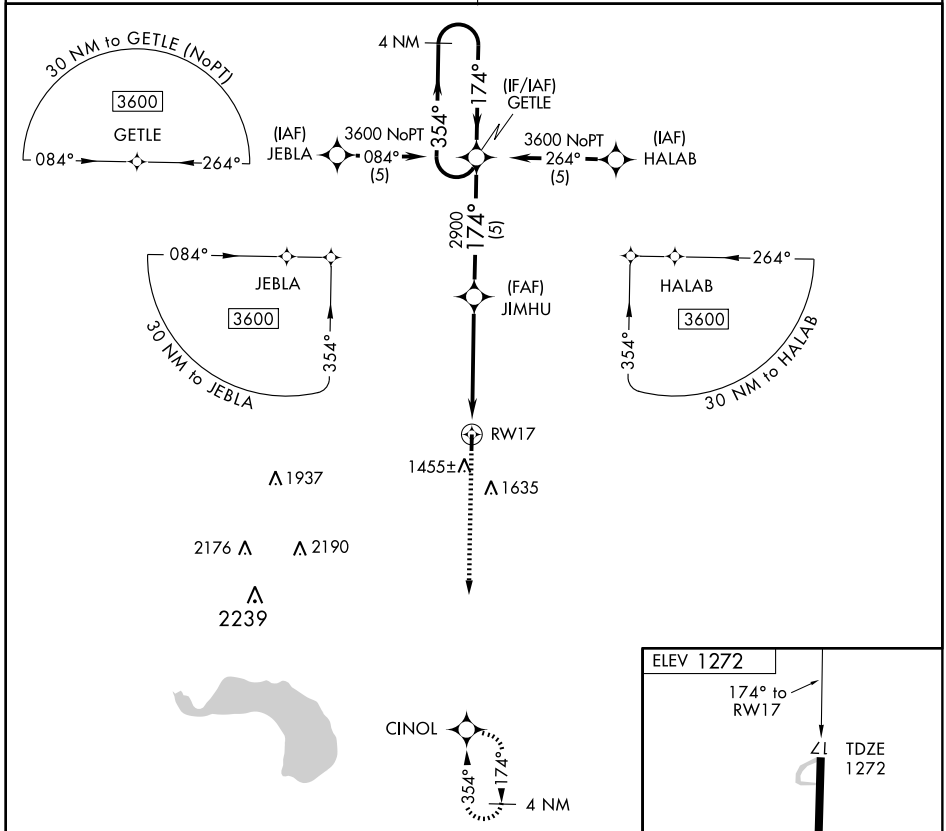
SC-1, 14 JAN 2010 to 11 FEB 2010

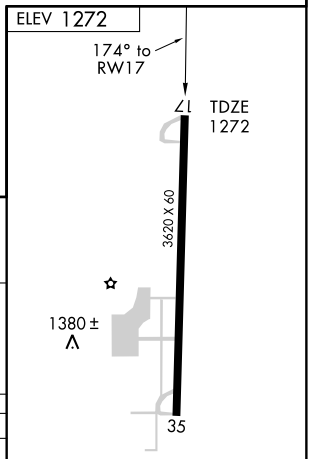
APP CRS	Rwy Idg	3620
174°	TDZE	1272
	Apt Elev	1272

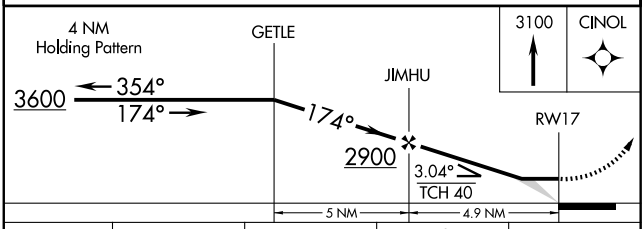
RNAV (GPS) RWY 17

FAIRVIEW MUNI (6K4)

Use Vance AFB altimeter setting. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3100 direct CINOL WP and hold.
VANCE APP CON ★ **120.525 244.875**	UNICOM **122.8** (CTAF)





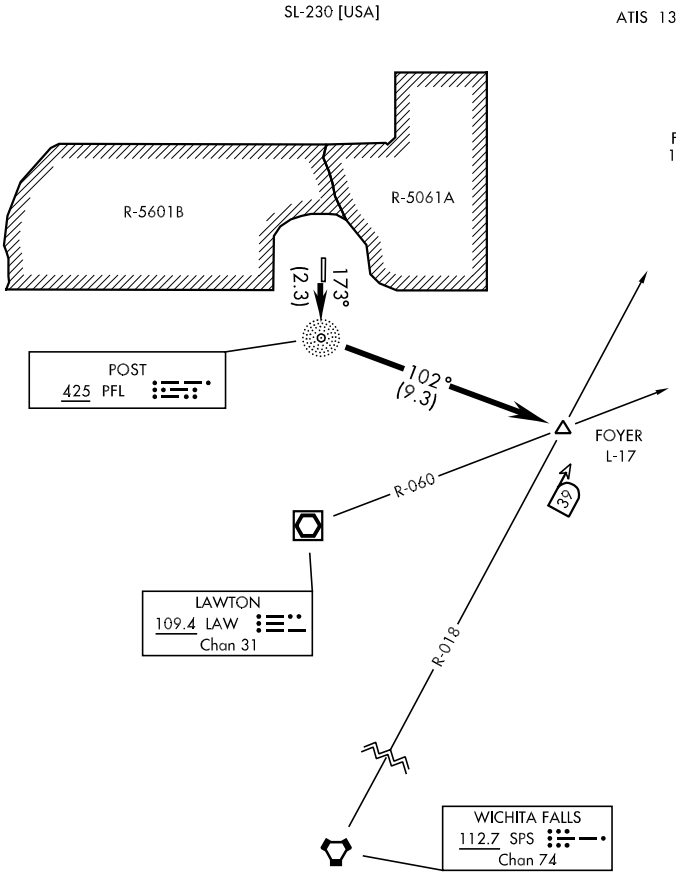


CATEGORY	A	B	C	D
LNAV MDA	1800-1	528 (600-1)	1800-1½ 528 (600-1½)	NA
CIRCLING	1880-1	608 (700-1)	2020-2¼ 748 (800-2¼)	NA

MIRL Rwy 17-35

SC-1, 14 JAN 2010 to 11 FEB 2010

FOYER-TWO DEPARTURE (FOYER2•FOYER)



DEPARTURE ROUTE DESCRIPTION

Proceed direct to PFL NDB, thence via 102° mag brg from PFL NDB to FOYER INT, maintain (assigned altitude).

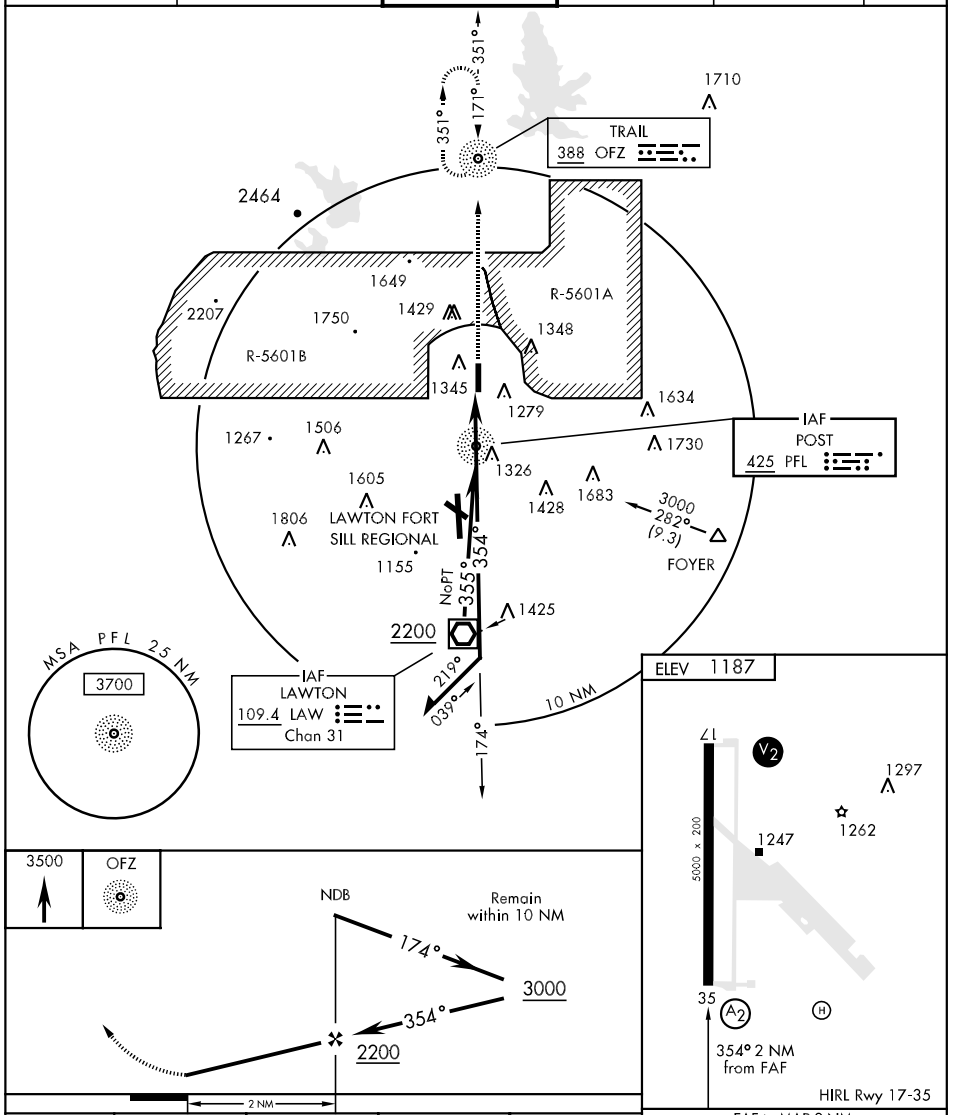
NDB-A

NDB PFL	APCH CRS	Rwy ldg / TDZE / Arpt Elev	AL-230 [USA]	HENRY POST AAF (KFSI)
425	354°	5000 / N/A / 1187		

When local altimeter setting not received, use Lawton-Fort Sill Rgnl altimeter.

MISSED APPROACH: Climb to 3500 direct to OFZ NDB and hold.

ATIS	FORT SILL APP CON	POST TOWER ★	GND CON	CLNC DEL	ASR/PAR
135.425 354.025	N127.3 307.275 S120.55	124.95 229.4	121.7 279.575	121.7 279.575	



CATEGORY	A	B	C	D
CIRCLING	1700-1	513 (600-1)	1720-1½ 533 (500-1½)	1740-2 553 (600-2)

FAF to MAP 2 NM					
Knots	60	90	120	150	180
Min:Sec	2:00	1:20	1:00	0:48	0:40

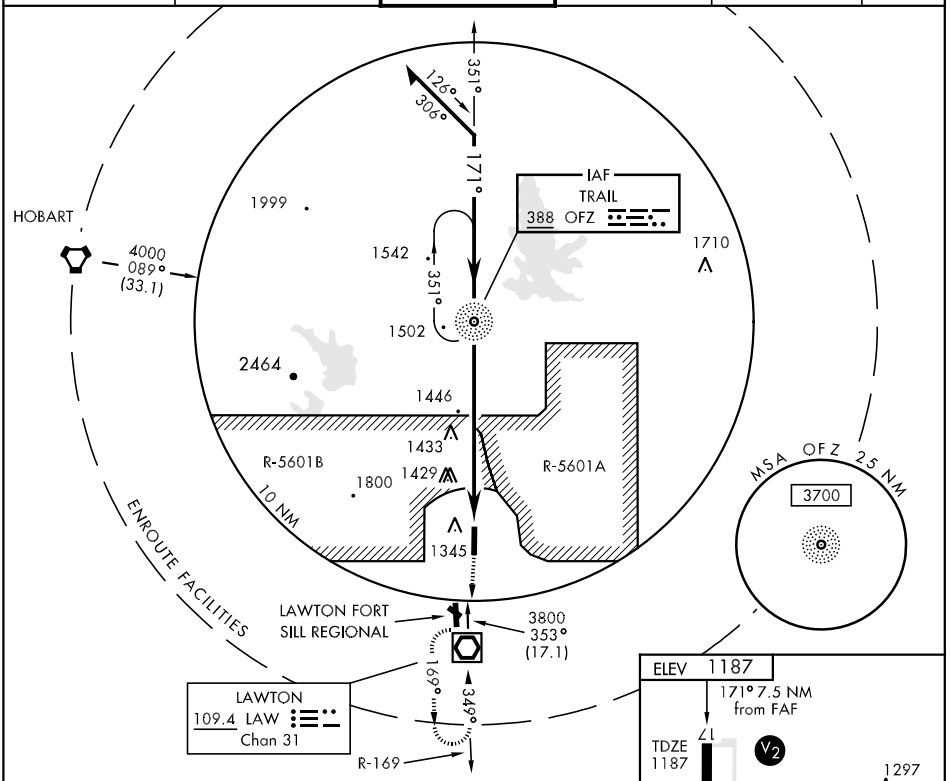
NDB RWY 17

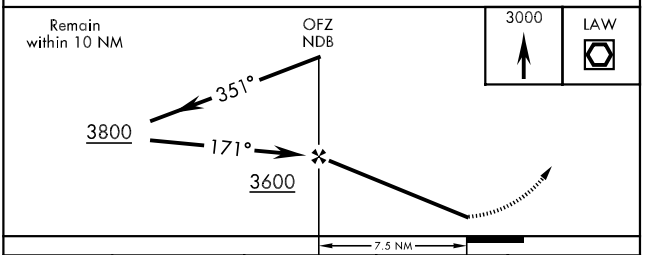
NDB OFZ	APCH CRS	Rwy Idg / TDZE / Arpt Elev	AL-230 [USA]	HENRY POST AAF (KFSI)
388	171°	5000 / 1187 / 1187		

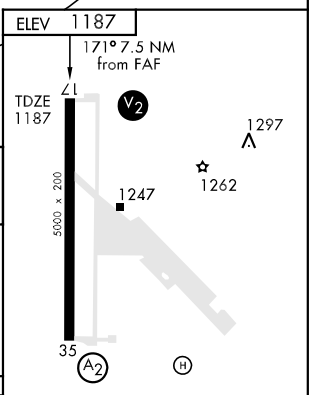
When local altimeter setting not received, use Lawton-Fort Sill Rgnl altimeter.

MISSED APPROACH: Climb straight ahead to 3000 direct to LAW VOR/DME and hold.

ATIS	FORT SILL APP CON	POST TOWER ★	GND CON	CLNC DEL	ASR/PAR
135.425 354.025	N127.3 307.275 S120.55	124.95 229.4	121.7 279.575	121.7 279.575	





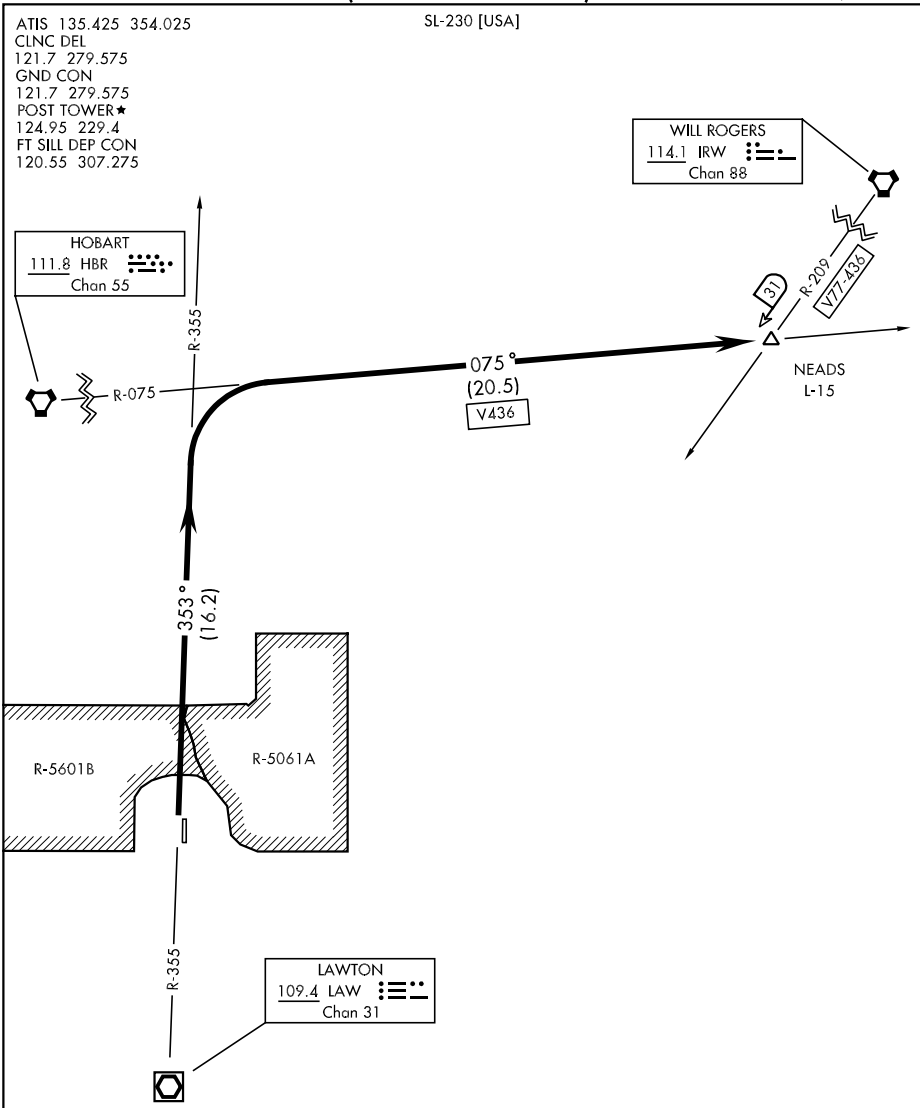


HIRL Rwy 17-35

CATEGORY	A	B	C	D
S-17	1780-1	593 (600-1)	1780-1½ 593 (600-1½)	1780-1¾ 593 (600-1¾)
CIRCLING	1780-1	593 (600-1)	1780-1½ 593 (600-1½)	1780-2 593 (600-2)
S-PAR 17	1388-¾	200	(200-¾)	GS 3.00°

FAF to MAP 7.5 NM

Knots	60	90	120	150	180
Min:Sec	7:30	5:00	3:45	3:00	2:30



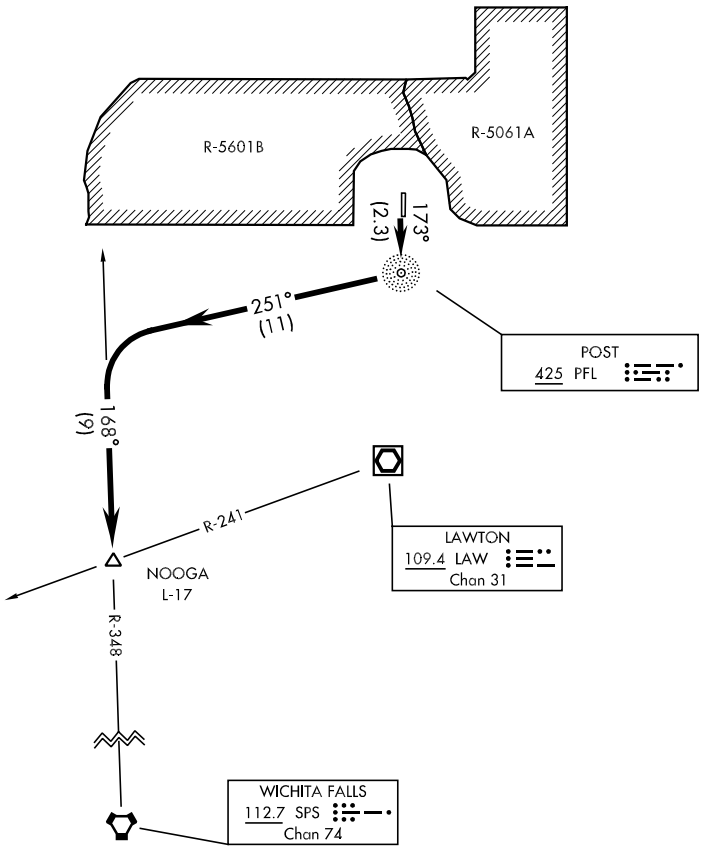
DEPARTURE ROUTE DESCRIPTION

Proceed via LAW R-353 and thence via HBR R-075 to NEADS INT, maintain (assigned altitude).

NEADS-ONE DEPARTURE (NEADS1•NEADS)
FORT SILL, OKLAHOMA

SL-230 [USA]

ATIS 135.425 354.025
CLNC DEL
121.7 279.575
GND CON
121.7 279.575
POST TOWER★
124.95 229.4
FT SILL DEP CON
120.55 307.275



DEPARTURE ROUTE DESCRIPTION

Proceed direct to PFL NDB, thence via 251° mag brg from PFL NDB to and via SPS R-348 to NOOGA INT, maintain (assigned altitude).

RNAV (GPS) RWY 17

APCH CRS	Rwy ldg	5000
172°	TDZE	1187
	Arpt Elev	1187

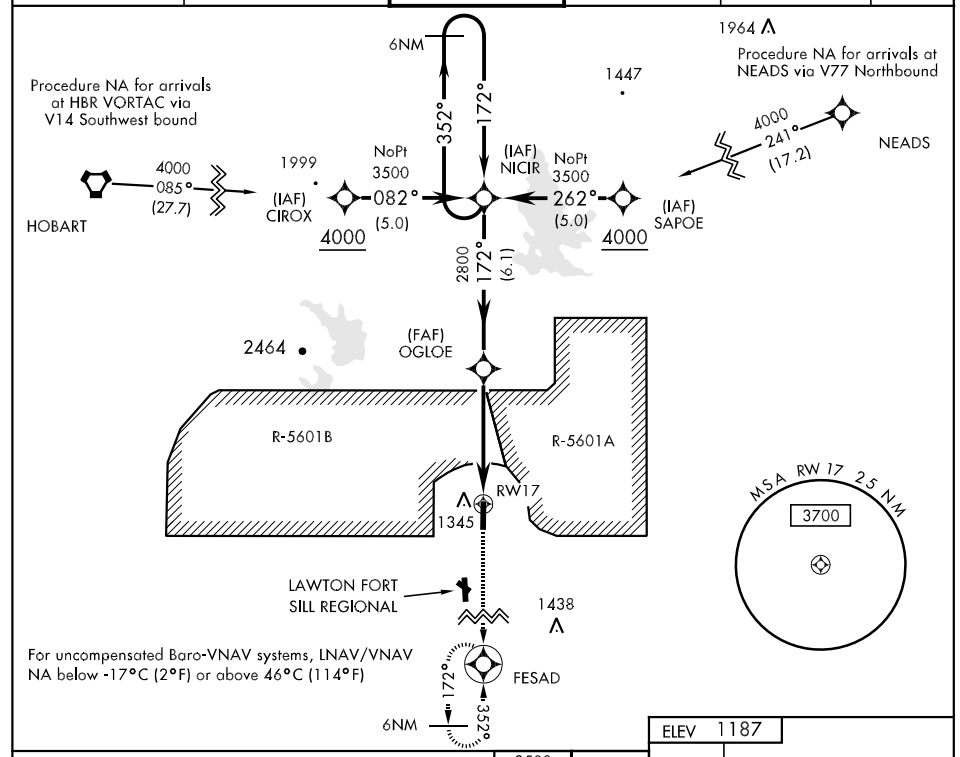
AL-230 [USA]

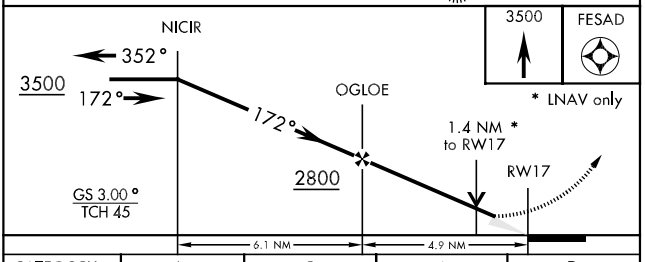
HENRY POST AAF (KFSI)

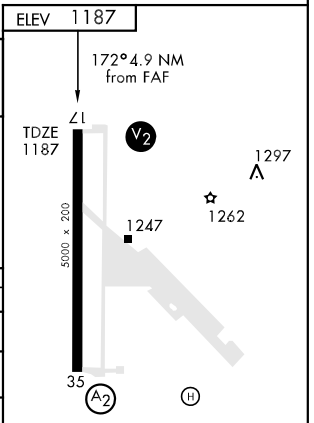
When local altimeter setting not recieved, use Lawton-Fort Sill Rgnl altimeter setting.
DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 3500 direct to FESAD and hold.

ATIS	FORT SILL APP CON	POST TOWER ★	GND CON	CLNC DEL	ASR/PAR
135.425 354.025	N127.3 307.275 S120.55	124.95 229.4	121.7 279.575	121.7 279.575	







CATEGORY	A	B	C	D
LNAV/VNAV DA	1742-2 555 (600-2)			
LNAV MDA	1680-1 493 (500-1)		1680-1¼ 493 (500-1¼)	1680-1½ 493 (500-1½)
CIRCLING	1700-1 513 (600-1)		1720-1½ 533 (600-1½)	1740-2 553 (600-2)
S-PAR 17	1388-¾ 200 (200-¾) GS 3.00°			

RNAV (GPS) RWY 35

APCH CRS	Rwy ldg	5000
352°	TDZE	1187
	Arpt Elev	1187

AL-230 [USA]

HENRY POST AAF (KFSI)

* When ALS inop, increase all CATs vis to 1¼ miles.
** When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1¼ miles, CAT D vis to 1½ miles..

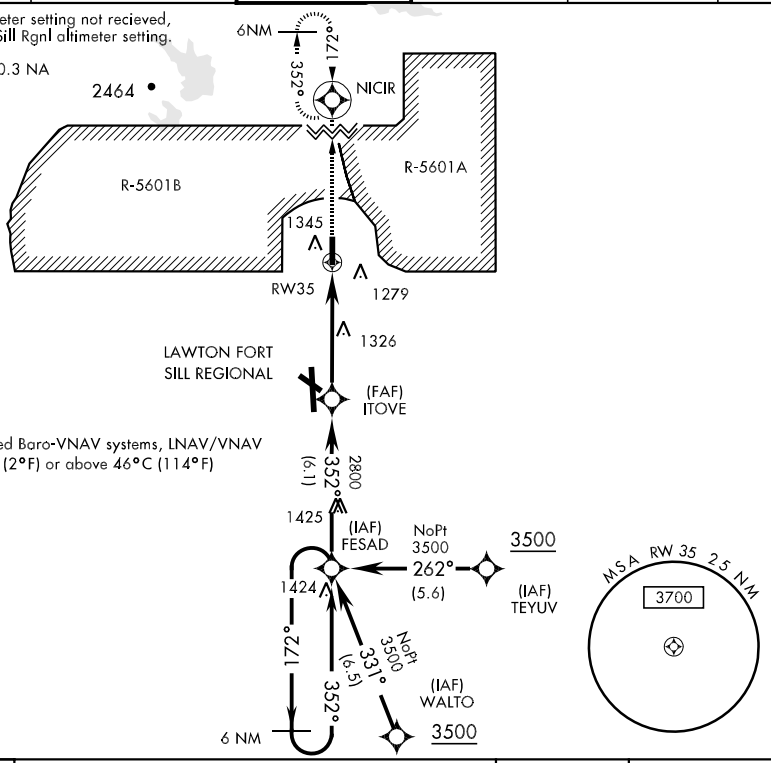
A2

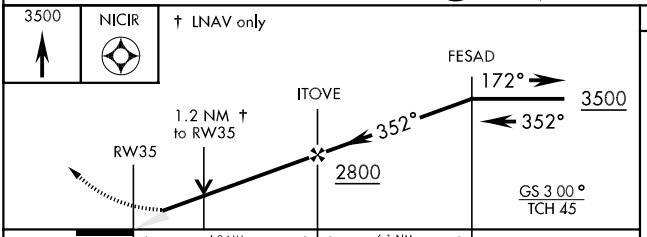
MISSED APPROACH: Climb to 3500 direct NICIR and hold.

ATIS	FORT SILL APP CON	POST TOWER ★	GND CON	CLNC DEL	ASR/PAR
135.425 354.025	N127.3 307.275 S120.55	124.95 229.4	121.7 279.575	121.7 279.575	

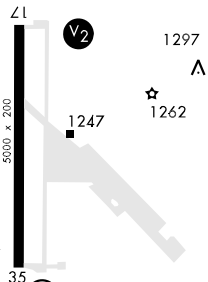
When local altimeter setting not recieved, use Lawton-Fort Sill Rgnl altimeter setting.

DME/DME RNP-0.3 NA





ELEV 1187



CATEGORY	A	B	C	D
LNAV/VNAV * DA	1512-1 325 (400-1)			
LNAV MDA **	1640-¾ 453 (500-¾)		1640-1 453 (500-1)	1640-1¼ 453 (500-1¼)
CIRCLING	1700-1 513 (600-1)		1720-1½ 533 (600-1½)	1740-2 553 (600-2)
S-PAR 35	1388/24 200 (200-½) GS 3.00°		1388/40 200 (200-¾) GS 3.00°	

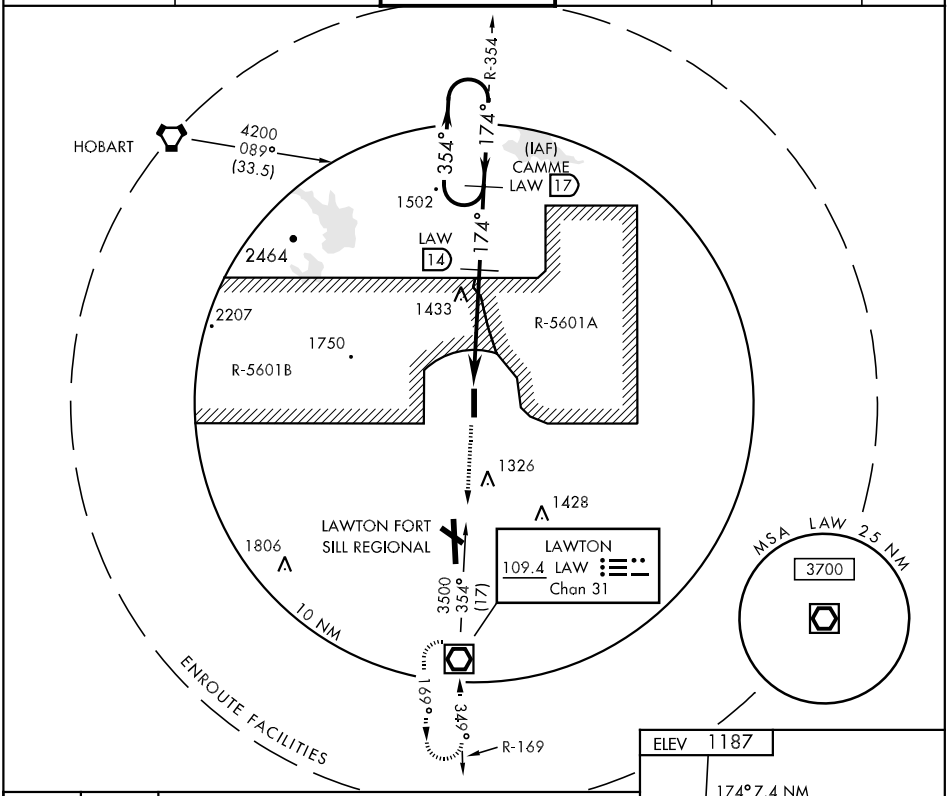
VOR/DME RWY 17

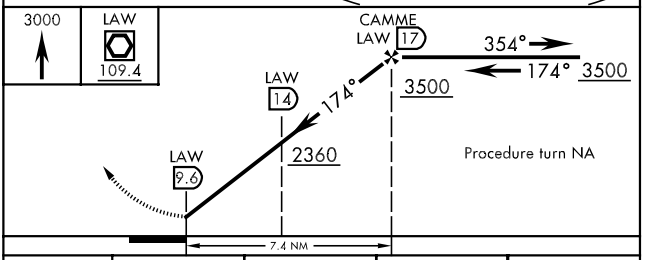
VOR/DME LAW 109.4 Chan 31	APCH CRS 174°	Rwy Idg 5000 TDZE 1188 Arpt Elev 1187	AL-230 [USA]	HENRY POST AAF (KFSI)

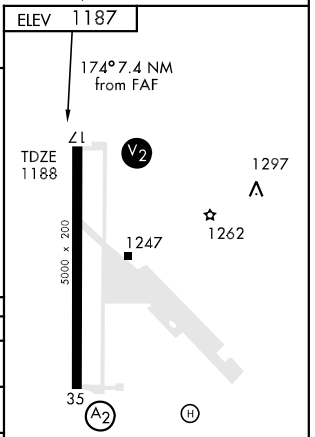
Radar required for holding above 6000', or speeds greater than 175 KIAS.

MISSED APPROACH: Climb straight ahead to 3000 direct to LAW VOR/DME and hold.

ATIS	FORT SILL APP CON	POST TOWER ★	GND CON	CLNC DEL	ASR/PAR
135.425 354.025	N127.3 307.275 S120.55	124.95 229.4	121.7 279.575	121.7 279.575	







CATEGORY	A	B	C	D
S-17	1700-1 512 (600-1)		1700-1½ 512 (600-1½)	1700-1¾ 512 (600-1¾)
CIRCLING	1700-1 512 (600-1)		1720-1½ 532 (600-1½)	1740-2 552 (600-2)
S-PAR 17	1388-¾ 200	(200-¾)	GS 3.00°	

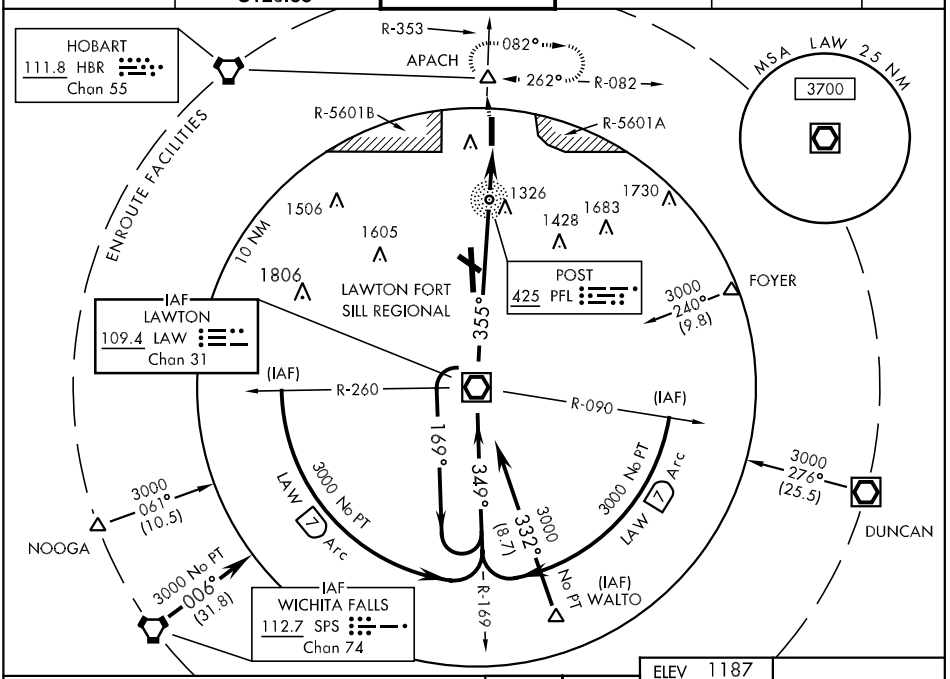
HIRL Rwy 17-35

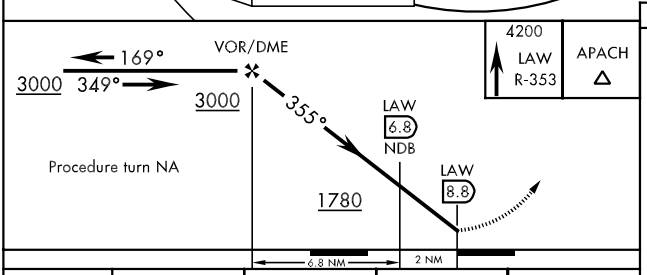
VOR RWY 35

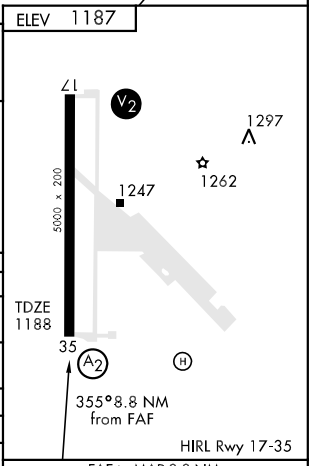
VOR/DME LAW 109.4 Chan 31	APCH CRS 355°	Rwy ldg 5000 TDZE 1188 Arpt Elev 1187	AL-230 [USA]	HENRY POST AAF (KFSI)

MISSED APPROACH: To 4200 out LAW VOR/DME R-353 to APACH INT and hold.

ATIS	FORT SILL APP CON	POST TOWER ★	GND CON	CLNC DEL	ASR/PAR
135.425 354.025	N127.3 307.275 S120.55	124.95 229.4	121.7 279.575	121.7 279.575	







CATEGORY	A	B	C	D
S-35	1780/40	592 (600-¾)	1780/60 592 (600-1¼)	1780-1½ 592 (600-1½)
CIRCLING	1780-1	592 (600-1)	1780-1½ 592 (600-1½)	1780-2 592 (600-2)
S-PAR 35	1388/24	200 (200-½)	1388/40 200 (200-¾) GS 3.00°	
DME/PFL NDB MINIMUMS				
S-35	1640/40	452 (500-¾)	1640/50 452 (500-1)	1640/60 452 (500-1¼)
CIRCLING	1680-1	492 (500-1)	1680-1½ 492 (500-1½)	1740-2 552 (600-2)

FAF to MAP 8.8 NM					
Knots	60	90	120	150	180
Min:Sec	8:48	5:52	4:24	3:31	2:56

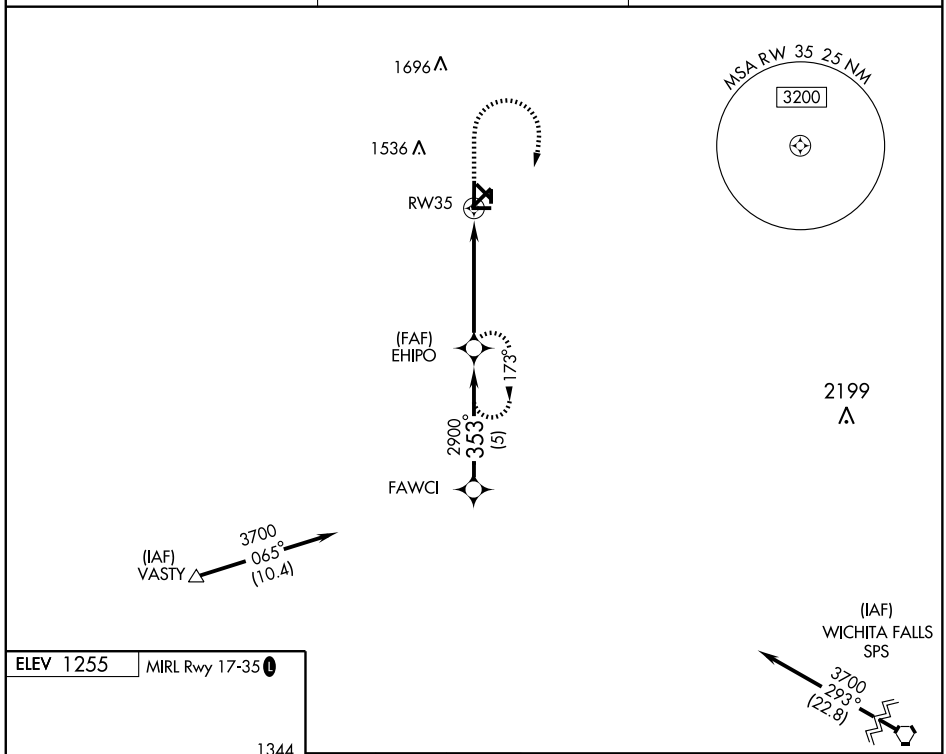
APP CRS	Rwy Idg	6099
353°	TDZE	1238
	Apt Elev	1255

GPS RWY 35
FREDERICK RGNL (FDR)

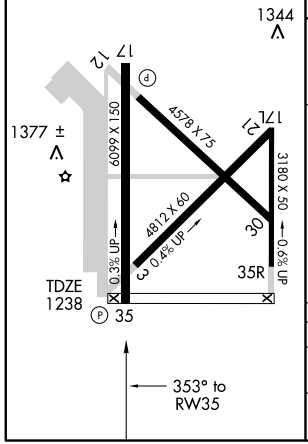
NA

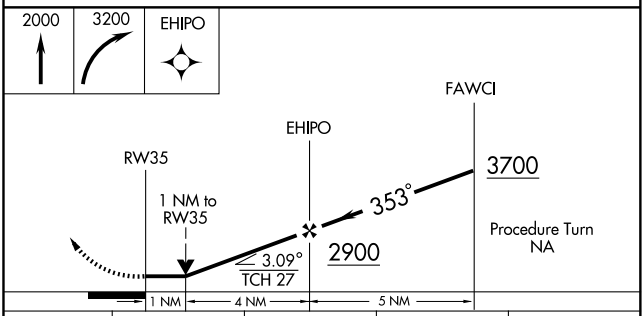
MISSED APPROACH: Climb to 2000 then climbing right turn to 3200 direct EHIPO and hold.

ASOS	ALTUS APP CON *	UNICOM
132.675	125.1 257.725	123.05 (CTAF) L



ELEV 1255 MIRL Rwy 17-35 L



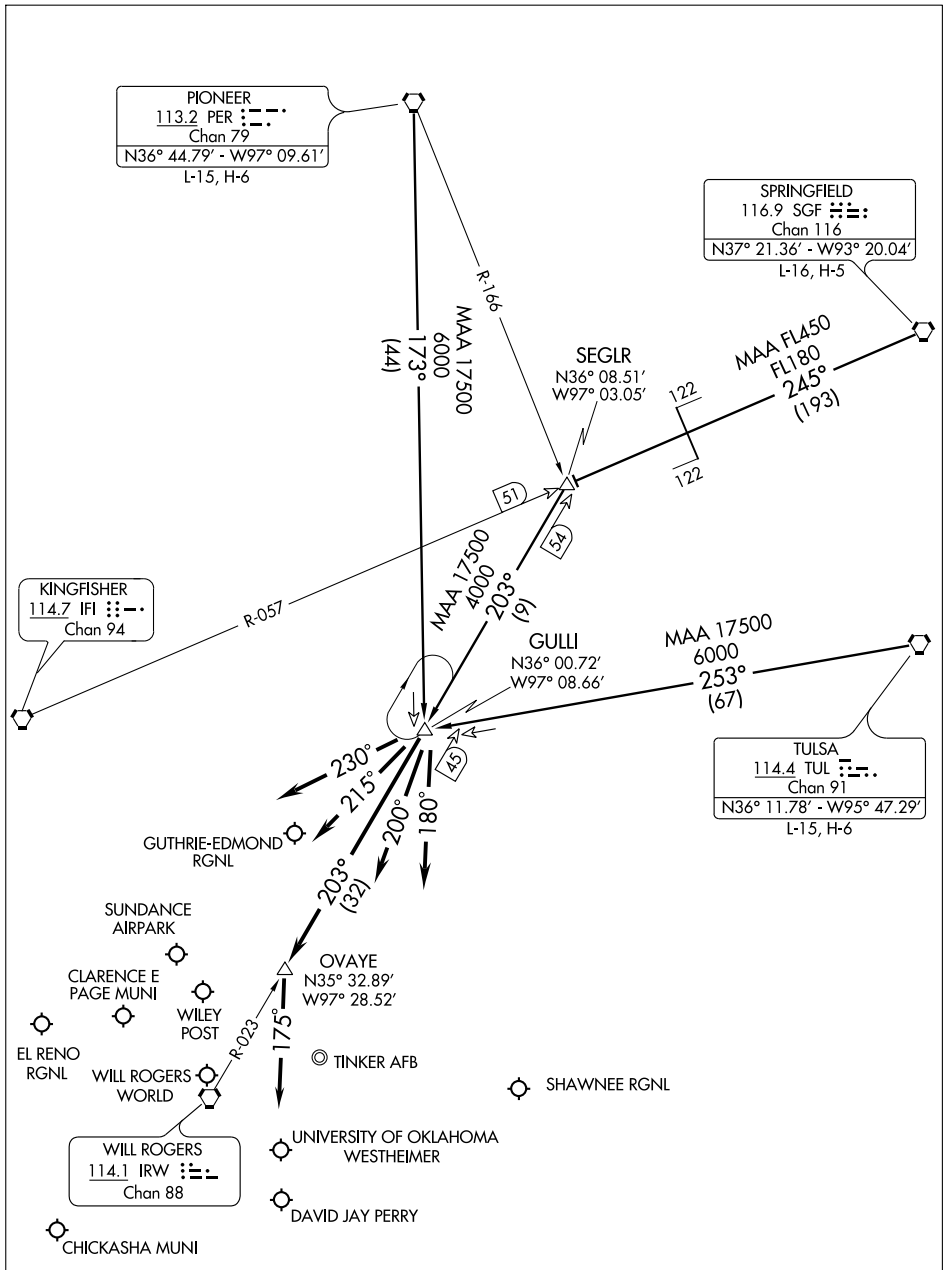


CATEGORY	A	B	C	D
S-35	1600-1 355 (400-1)			1600-1¼ 355 (400-1¼)
CIRCLING	1700-1 445 (500-1)	1720-1 465 (500-1)	1780-1½ 525 (600-1½)	1880-2 625 (700-2)

SC-1, 14 JAN 2010 to 11 FEB 2010

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA



NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

GULLI ONE ARRIVAL (GULLI.GULLI1)

ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .
SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .
TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

SC-1, 14 JAN 2010 to 11 FEB 2010

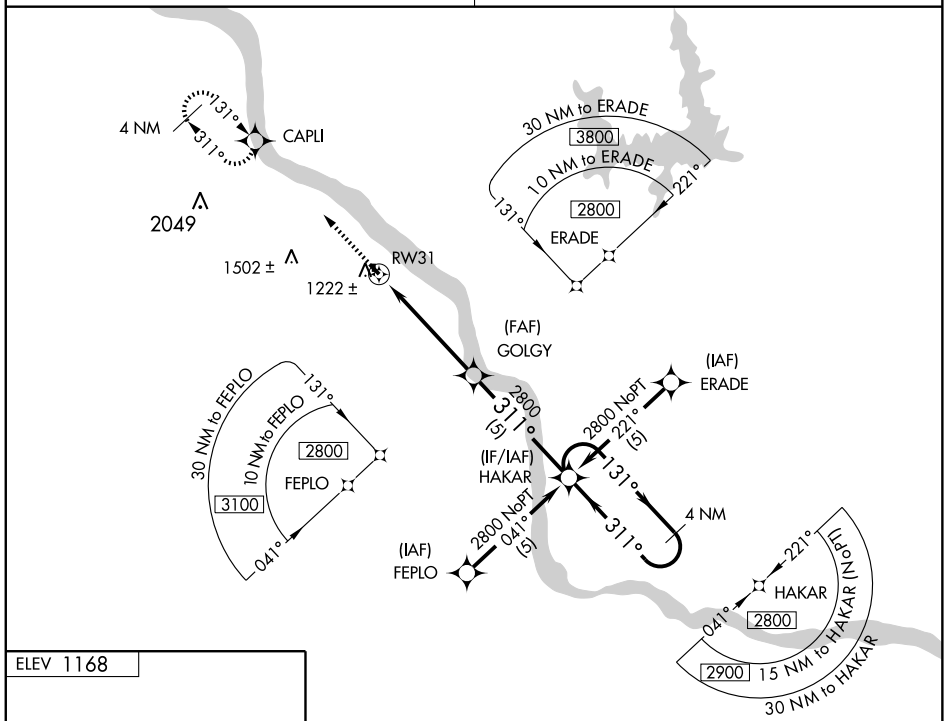
GOLDSBY, OKLAHOMA AL-6391 (FAA)

APP CRS		
311°	Rwy Idg	3006
	TDZE	1167
	Apt Elev	1168

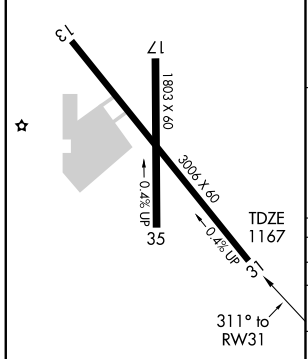
RNAV (GPS) RWY 31

GOLDSBY/ DAVID JAY PERRY (1K4)

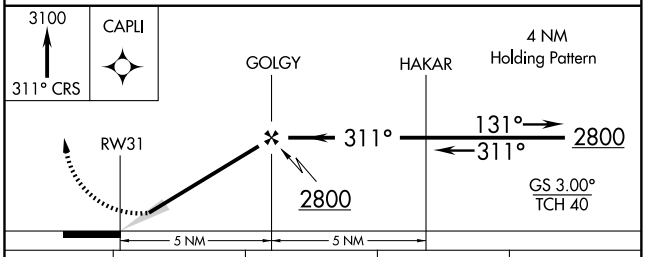
⚠ NA Use Will Rogers World altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. BARO VNAV NA.	MISSED APPROACH: Climb to 3100 via 311° course to CAPLI and hold.
OKE CITY APP CON **120.45 288.325**	UNICOM **122.7** (CTAF)



ELEV 1168



MIRL Rwy 13-31



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	1520-1¼ 353 (400-1¼)			NA
LNAV MDA	1540-1 373 (400-1)			NA
CIRCLING	1660-1¼ 492 (500-1¼)	1700-1¼ 532 (600-1¼)	1700-1½ 532 (600-1½)	NA

SC-1, 14 JAN 2010 to 11 FEB 2010

VORTAC IRW 114.1 Chan 88	APP CRS 323°	Rwy Idg 3006 TDZE 1167 Apt Elev 1168

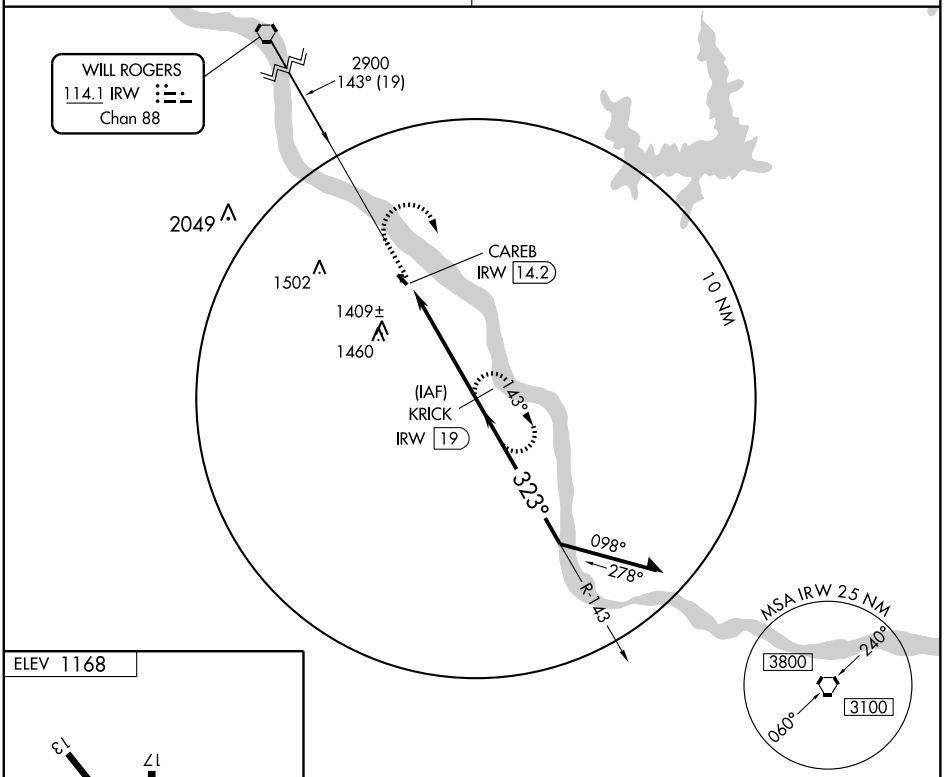
VOR/DME RWY 31

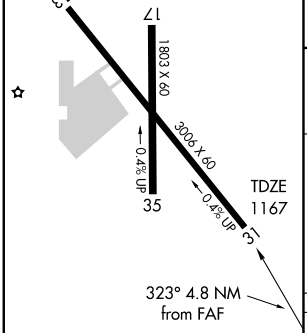
GOLDSBY/DAVID JAY PERRY (1K4)

Use Will Rogers World altimeter setting.
NA

MISSED APPROACH: Climb to 2000, then climbing right turn to 2800 via IRW VORTAC R-143 to KRICK/19 DME and hold.

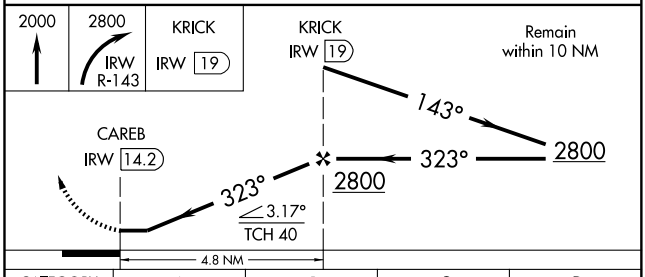
OKE CITY APP CON	UNICOM
120.45 288.325	122.7 (CTAF)





MIRL Rwy 13-31

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-31	1780-1	613 (700-1)	1780-1¾ 613 (700-1¾)	NA
CIRCLING	1780-1	612 (700-1)	1780-1¾ 612 (700-1¾)	NA

SC-1, 14 JAN 2010 to 11 FEB 2010

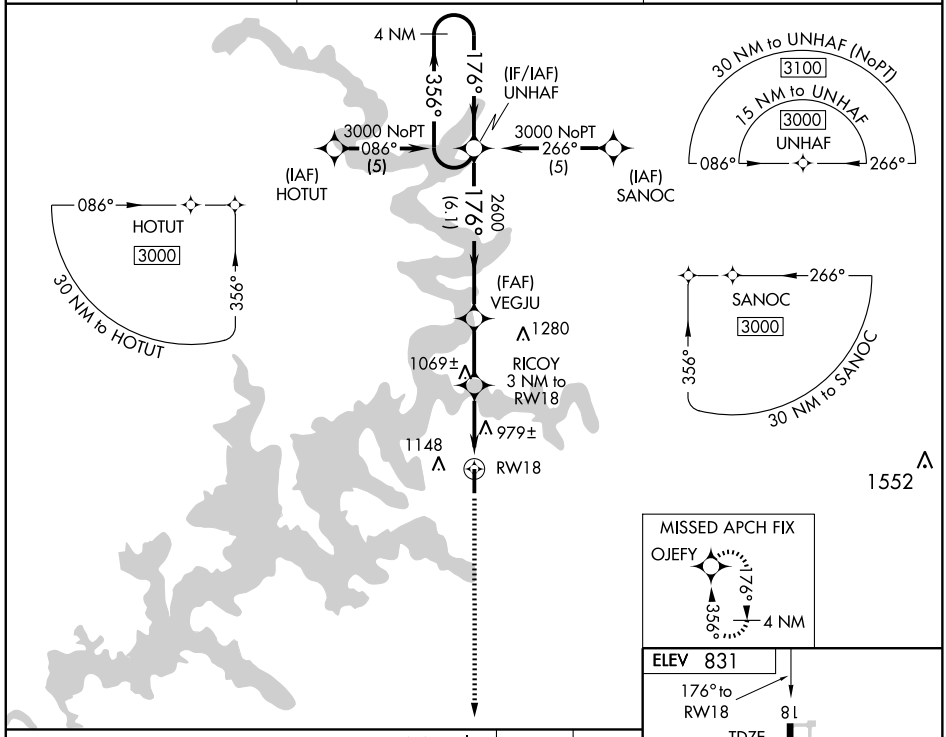
WAAS CH 58308 W18A	APP CRS 176°	Rwy Idg 5200 / TDZE 826 / Apt Elev 831

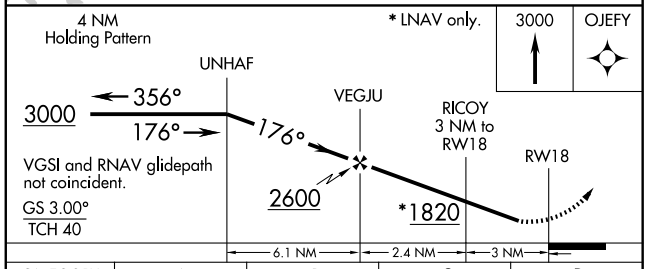
RNAV (GPS) RWY 18
GROVE MUNI (GMJ)

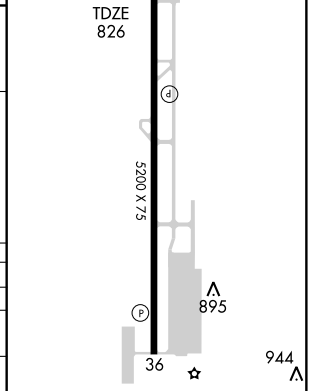
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct OJEFY and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.025	128.8 354.1	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1153-1¼ 327 (400-1¼)			NA
LNAV/VNAV DA	1346-2 520 (600-2)			NA
LNAV MDA	1240-1 414 (500-1)		1240-1¼ 414 (500-1¼)	NA
CIRCLING	1500-1 669 (700-1)		1500-1¾ 669 (700-1¾)	NA

SC-1, 14 JAN 2010 to 11 FEB 2010

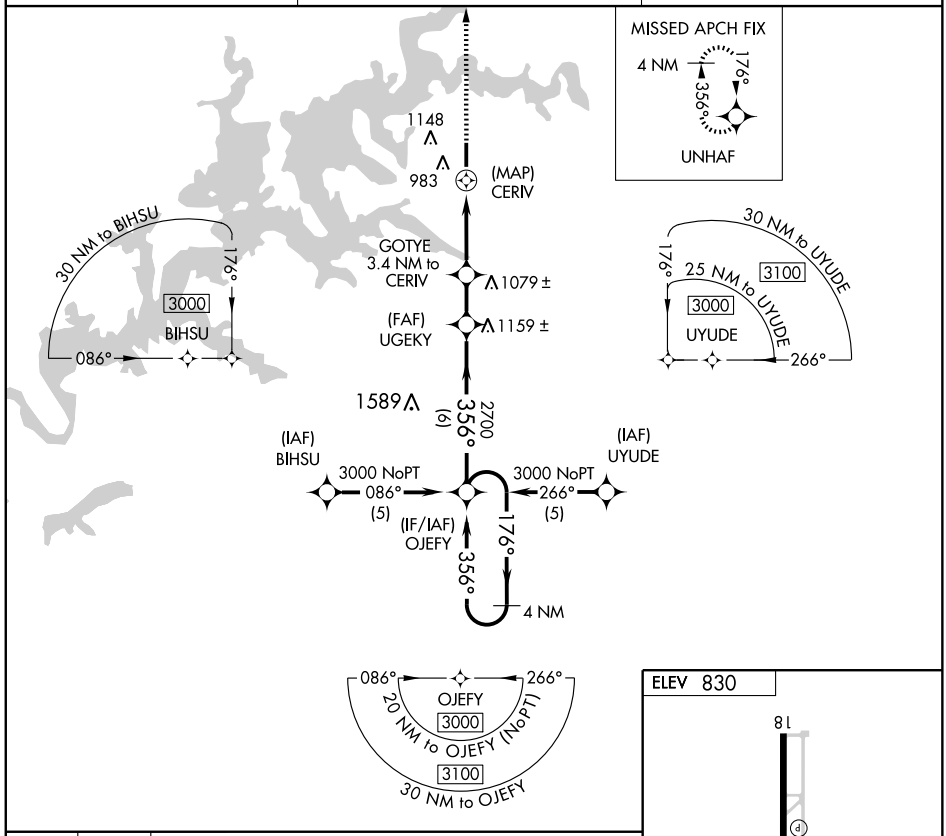
APP CRS	Rwy Idg	5200
356°	TDZE	830
	Apt Elev	830

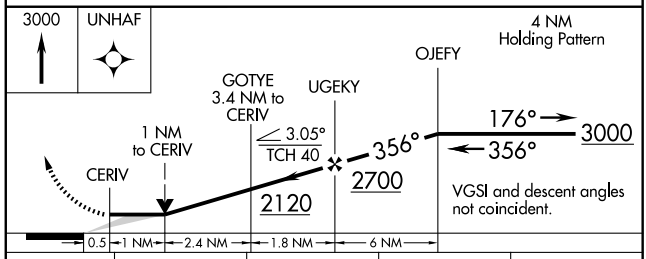
RNAV (GPS) RWY 36
GROVE MUNI (GMJ)

DME/DME RNP-0.3 NA.

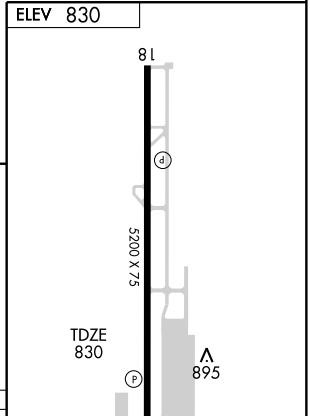
MISSED APPROACH: Climb to 3000 direct UNHAF and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.025	128.8 354.1	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1280-1 450 (500-1)		1280-1¼ 450 (500-1¼)	NA
CIRCLING	1500-1 670 (700-1)		1500-1¾ 670 (700-1¾)	NA



SC-1, 14 JAN 2010 to 11 FEB 2010

VOR/DME EOS 117.3 Chan 120	APP CRS 219°	Rwy Idg N/A TDZE N/A Apt Elev 830

VOR/DME-A
GROVE MUNI (GMJ)

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct EOS VOR/DME and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.025	128.8 354.1	122.8 (CTAF)

NoPT for arrivals on EOS VOR/DME airway radials 290 CW to 150.

1718
052°
1 min
232°
R-052
IAF
NEOSHO
117.3 EOS
Chan 120
2800
219°
(14.4)
1280
OJAYE
EOS 14.4
1148
983
ZURUN
EOS 20
10 NM
MSA EOS 25 NM
3100

ELEV 830
18
219° 5.6 NM from FAF
5200 X 75
895
36
944
MIRL Rwy 18-36

2000
3000
EOS
117.3
VOR/DME
One Minute Holding Pattern
OJAYE
EOS 14.4
ZURUN
EOS 20
219°
052°
232°
3000
2800
5.6 NM
14.4 NM

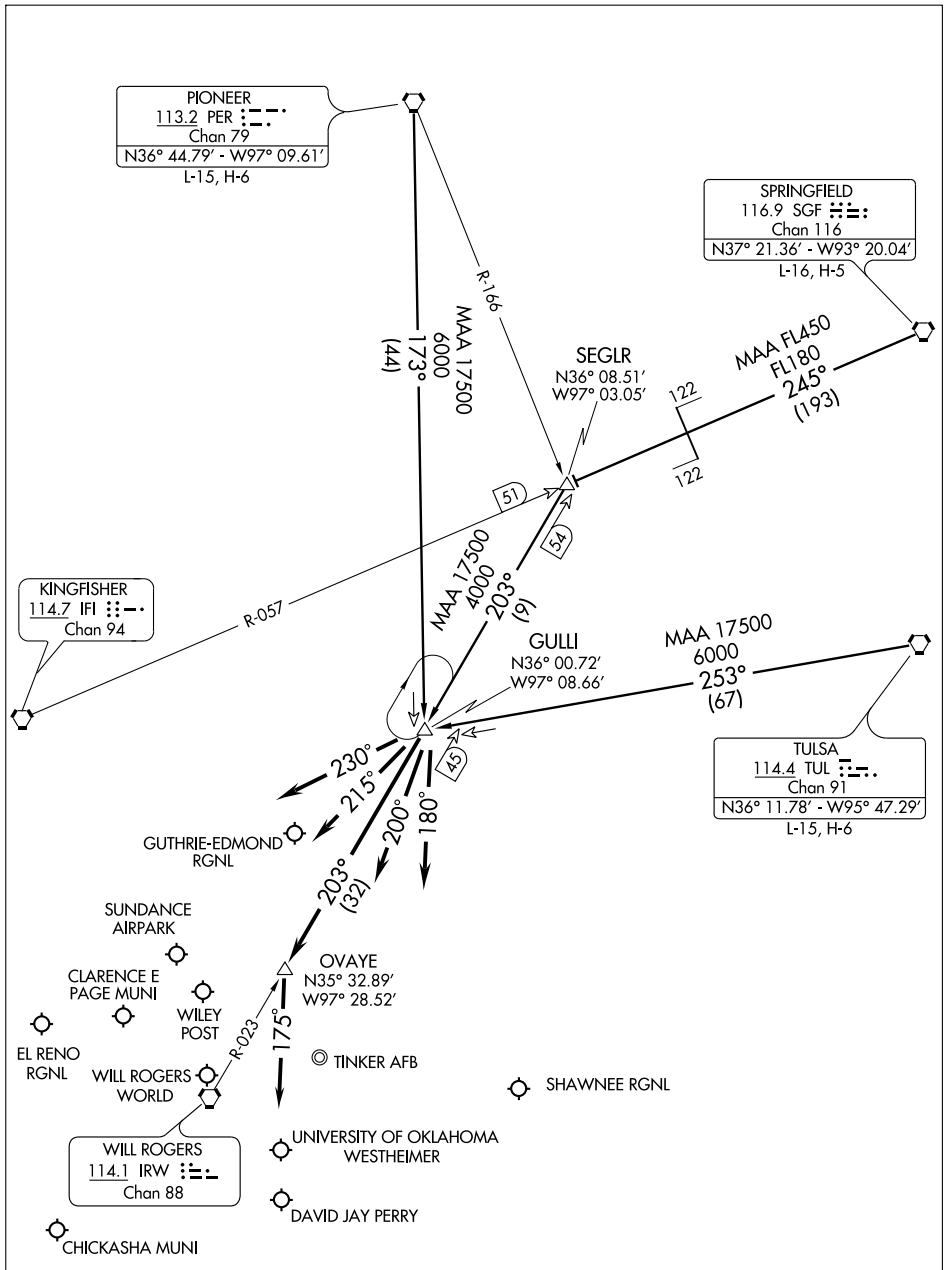
CATEGORY	A	B	C	D
CIRCLING	1500-1 670 (700-1)	1500-1¼ 670 (700-1¼)	1500-1¾ 670 (700-1¾)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-1, 14 JAN 2010 to 11 FEB 2010

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA



NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

GULLI ONE ARRIVAL (GULLI.GULLI1)

ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .
SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .
TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

SC-1, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5001
CH 56308	158°	TDZE	1069
W16A		Apt Elev	1069

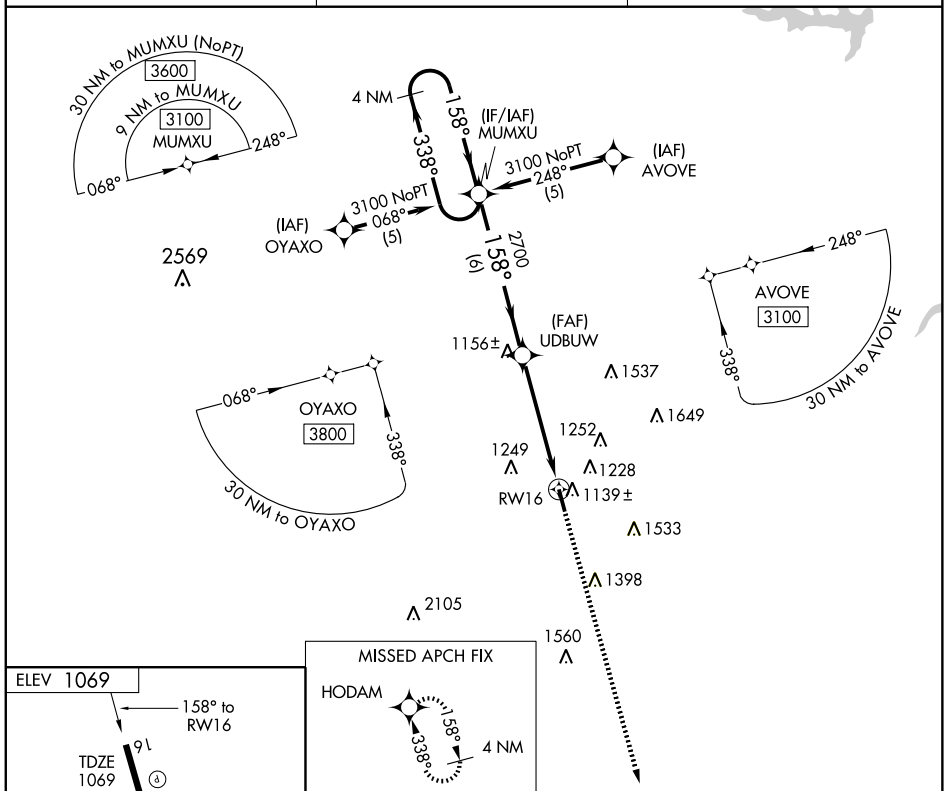
RNAV (GPS) RWY 16

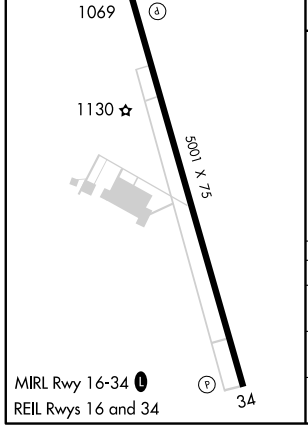
GUTHRIE-EDMOND RGNL (GOK)

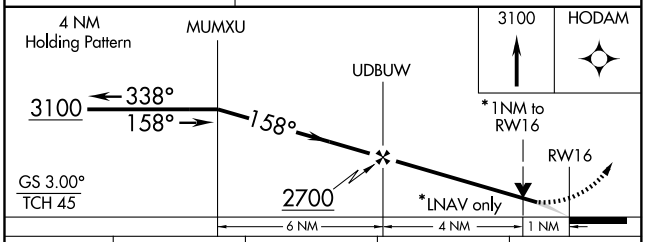
DME/DME RNP-0.3 NA. VDP NA when using Will Rogers World altimeter setting. When local altimeter setting not received, use Will Rogers World altimeter setting and increase DA/MDA 100 feet and LPV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 3100 direct HODAM and hold.

ASOS	OKE CITY APP CON	UNICOM
133.975	124.2 336.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1319-1 250 (300-1)		NA	
LNAV MDA	1420-1 351 (400-1)		NA	
CIRCLING	1540-1 471 (500-1)		NA	

SC-1, 14 JAN 2010 to 11 FEB 2010

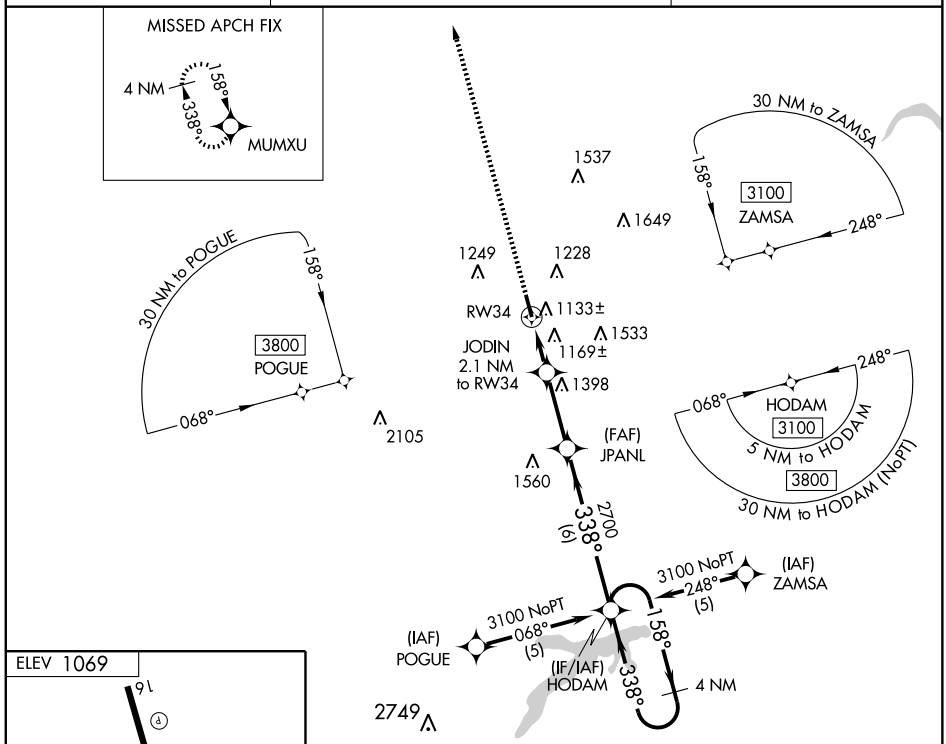
WAAS CH 56607 W34A	APP CRS 338°	Rwy Idg 5001 TDZE 1069 Apt Elev 1069

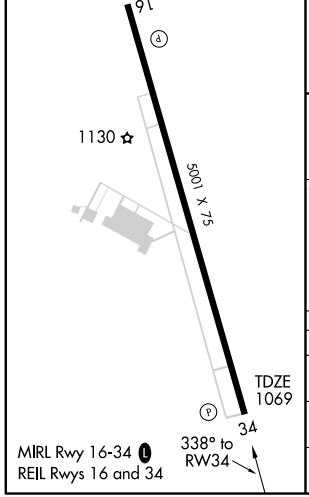
RNAV (GPS) RWY 34
GUTHRIE-EDMOND RGNL (GOK)

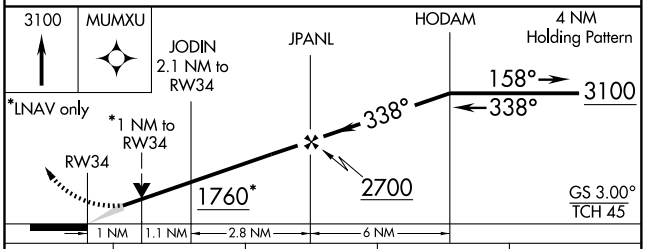
DME/DME RNP-0.3 NA. VDP NA when using Will Rogers World altimeter setting. When local altimeter setting not received, use Will Rogers World altimeter setting and increase DA/MDA 100 feet and LPV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 3100 direct MUMXU and hold.

ASOS	OKE CITY APP CON	UNICOM
133.975	124.2 336.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1319-1 250 (300-1)		NA	
LNAV MDA	1420-1 351 (400-1)		NA	
CIRCLING	1540-1 471 (500-1)		NA	

SC-1, 14 JAN 2010 to 11 FEB 2010

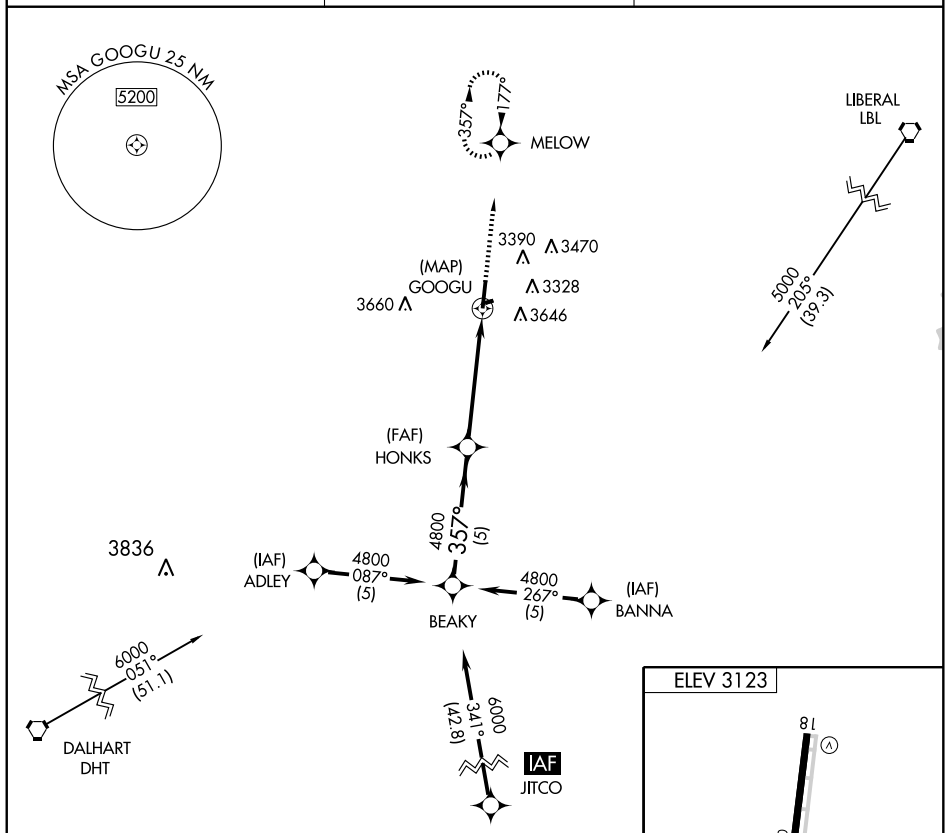
APP CRS	Rwy Idg	5900
357°	TDZE	3123
	Apt Elev	3123

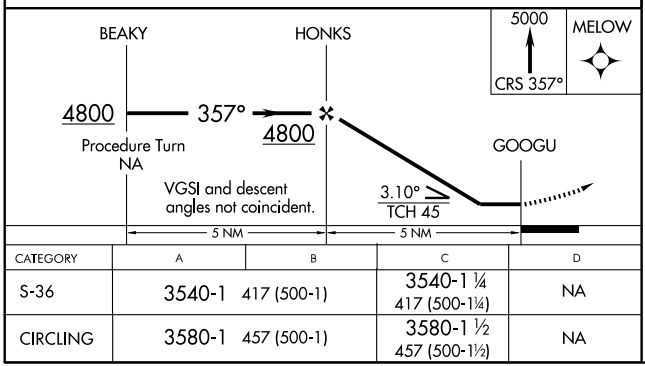
GPS RWY 36
GUYMON MUNI (GUY)

Circling not authorized east of Rwy 18-36.
ARM APPROACH MODE PRIOR TO IAF.

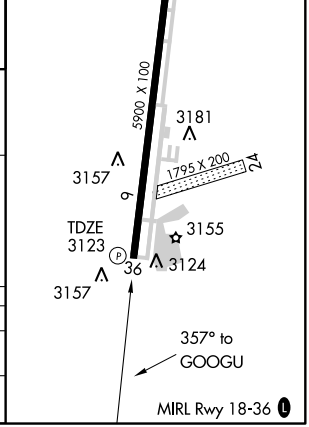
MISSED APPROACH: Climb to 5000 via 357° course to MELOW WP and hold.

ASOS	KANSAS CITY CENTER	UNICOM
119.925	134.0 290.8	122.7 (CTAF)





CATEGORY	A	B	C	D
S-36	3540-1	417 (500-1)	3540-1 ¼ 417 (500-1¼)	NA
CIRCLING	3580-1	457 (500-1)	3580-1 ½ 457 (500-1½)	NA



SC-1, 14 JAN 2010 to 11 FEB 2010

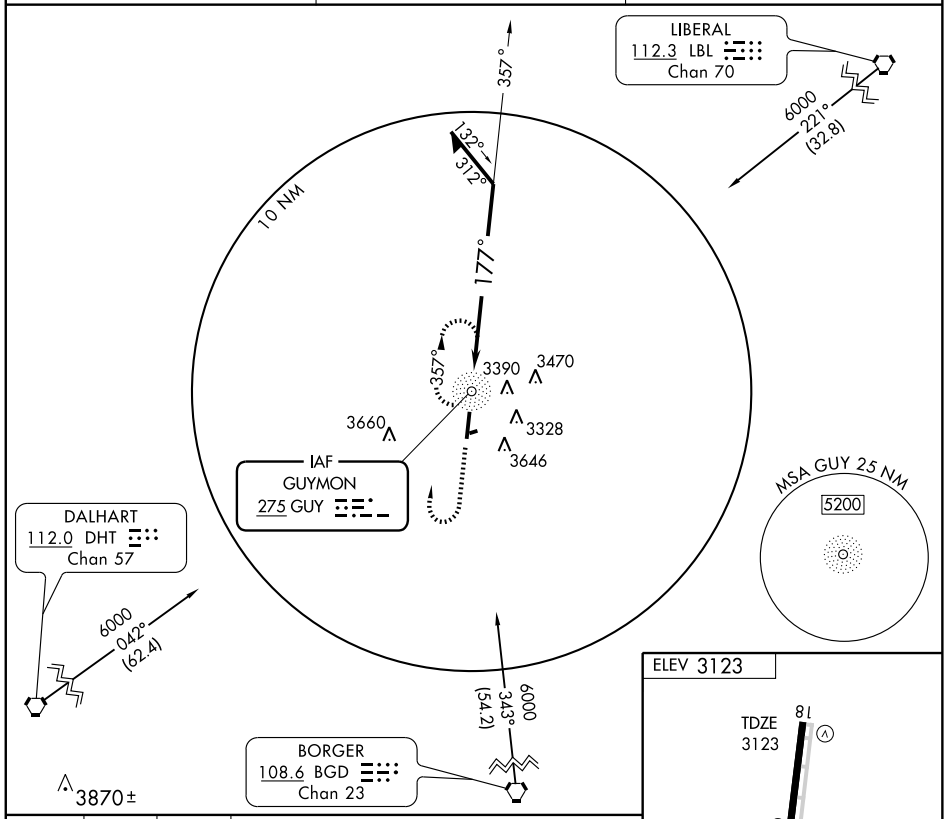
NDB GUY 275	APP CRS 177°	Rwy Idg 5900 TDZE 3123 Apt Elev 3123

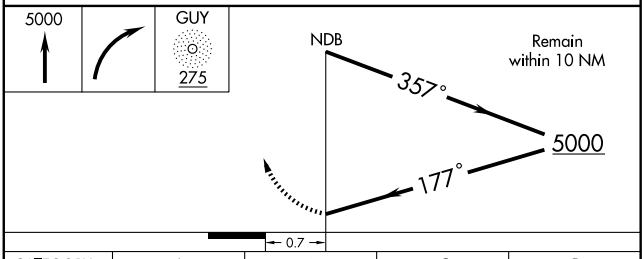
NDB RWY 18
GUYMON MUNI (GUY)

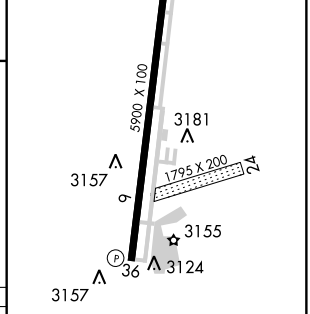
NA — Circling not authorized east of Rwy 18-36.

MISSED APPROACH: Climb to 5000 then right turn direct GUY NDB and hold.

ASOS	KANSAS CITY CENTER	UNICOM
119.925	134.0 290.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-18	3900-1 777 (800-1)	3900-1¼ 777 (800-1¼)	3900-2¼ 777 (800-2¼)	NA
CIRCLING	3900-1 777 (800-1)	3900-1¼ 777 (800-1¼)	3900-2¼ 777 (800-2¼)	NA

MIRL Rwy 18-36 L

SC-1, 14 JAN 2010 to 11 FEB 2010

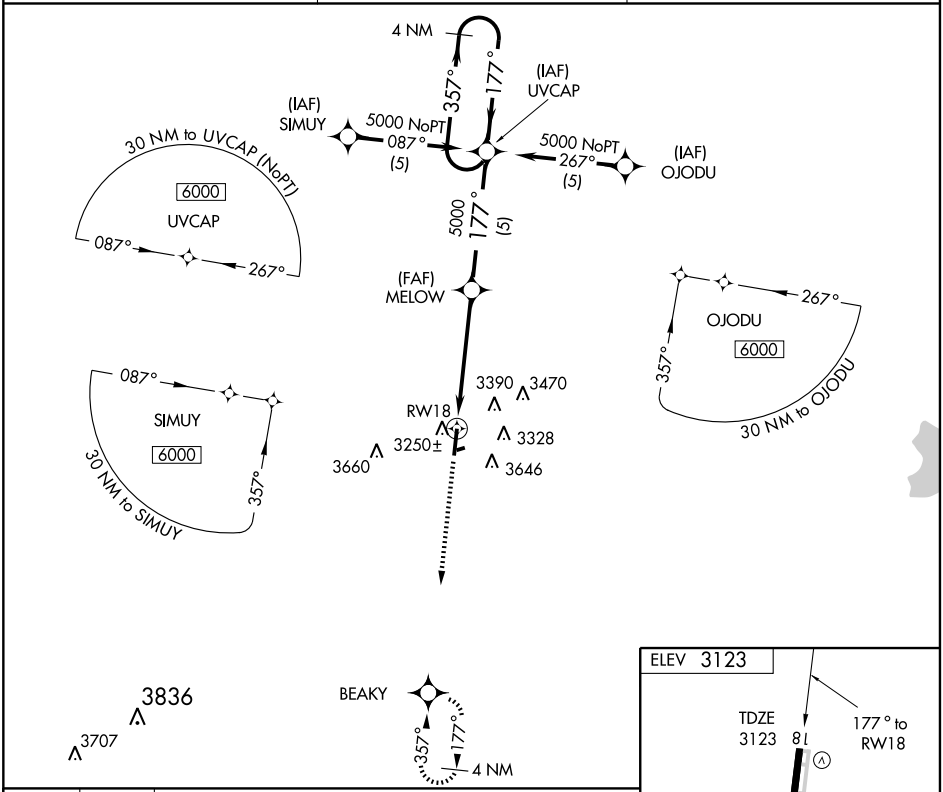
RNAV (GPS) RWY 18
GUYMON MUNI (GUY)

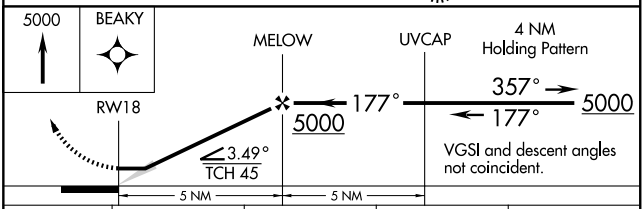
APP CRS	Rwy Idg	5900
177°	TDZE	3123
	Apt Elev	3123

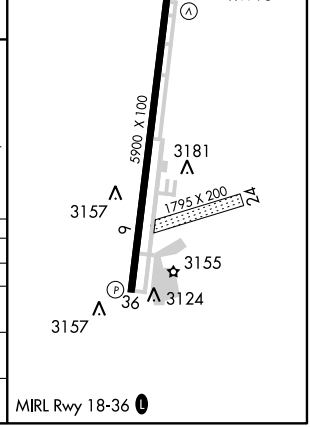
Circling not authorized east of Rwy 18-36.
GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 not authorized.

MISSED APPROACH: Climb to 5000 direct BEAKY WP and hold.

ASOS	KANSAS CITY CENTER	UNICOM
119.925	134.0 290.8	122.7 (CTAF)







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	3700-1 577 (600-1)		3700-1½ 577 (600-1½)	NA
CIRCLING	3700-1 577 (600-1)		3700-1½ 577 (600-1½)	NA

MIRL Rwy 18-36

SC-1, 14 JAN 2010 to 11 FEB 2010

NDB HET	APP CRS	Rwy Idg	3501
267	005°	TDZE	849
		Apt Elev	849

NDB RWY 36

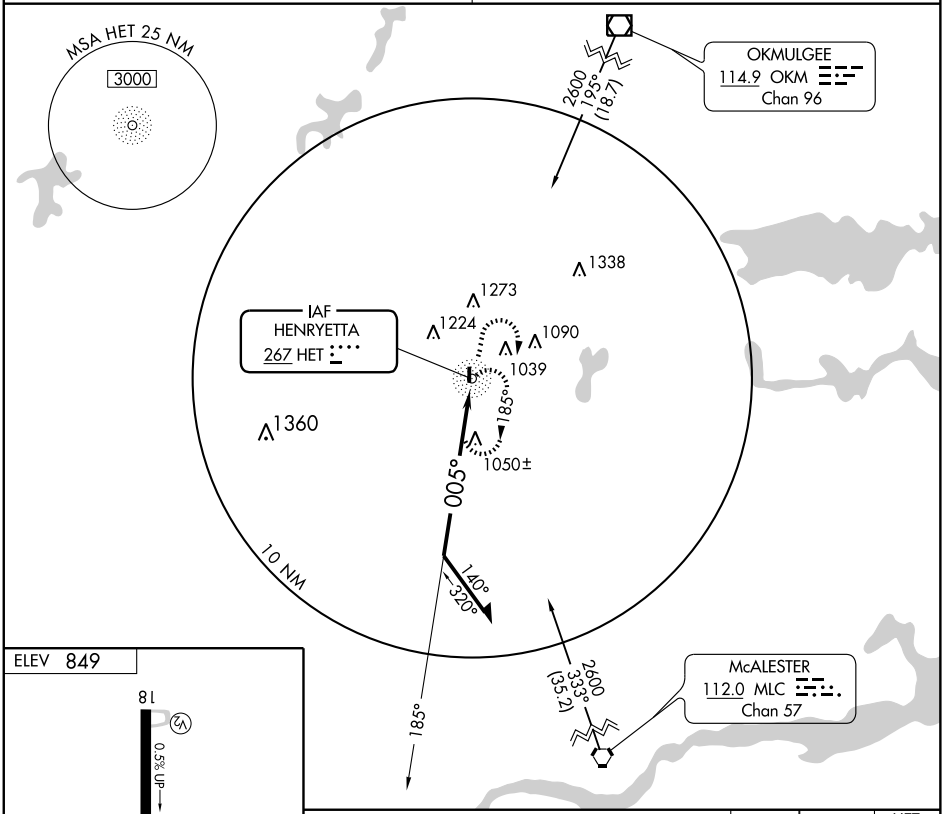
HENRYETTA MUNI (F10)

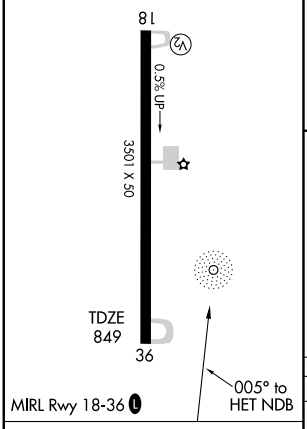
NA

Use McAlester Rgnl altimeter setting.

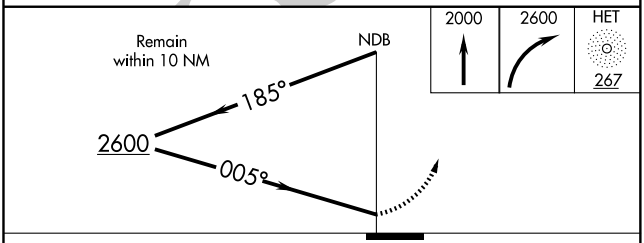
MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 direct HET NDB and hold.

FORT WORTH CENTER	UNICOM
132.2 338.35	122.8 (CTAF) L





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-36	1540-1¼ 691 (700-1¼)		1540-2 691 (700-2)	NA
CIRCLING	1540-1¼ 691 (700-1¼)		1620-2¼ 771 (800-2¼)	NA

SC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3501
356°	TDZE	849
	Apt Elev	849

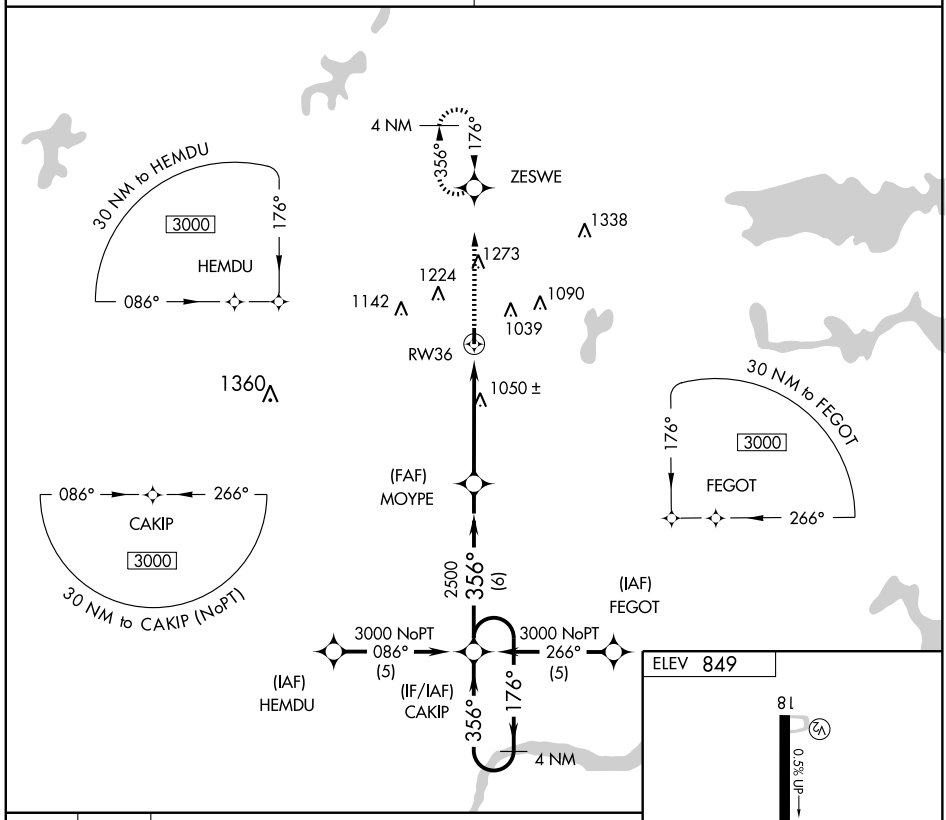
RNAV (GPS) RWY 36
HENRYETTA MUNI (F10)

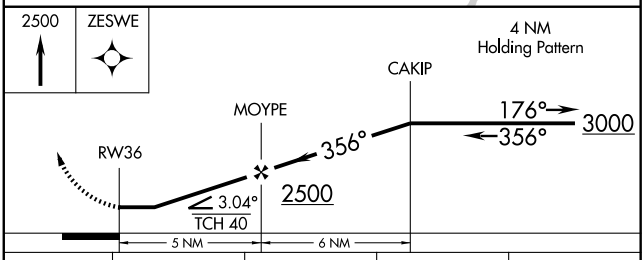
Use McAlester Rgnl altimeter setting.
NA GPS or RNP-0.3 required, DME/DME RNP-0.3 NA.

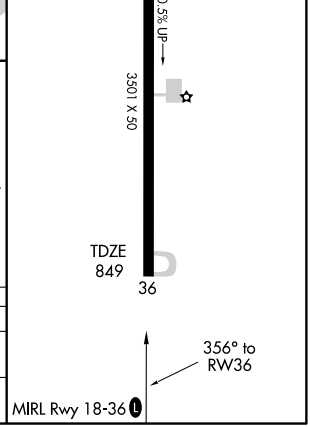
MISSED APPROACH: Climb to 2500 direct ZESWE WP and hold.

FORT WORTH CENTER
132.2 338.35

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1440-1¼	591 (600-1¼)	1440-1½ 591 (600-1½)	NA
CIRCLING	1460-1¼	611 (700-1¼)	1620-2¼ 771 (800-2¼)	NA

SC-1, 14 JAN 2010 to 11 FEB 2010

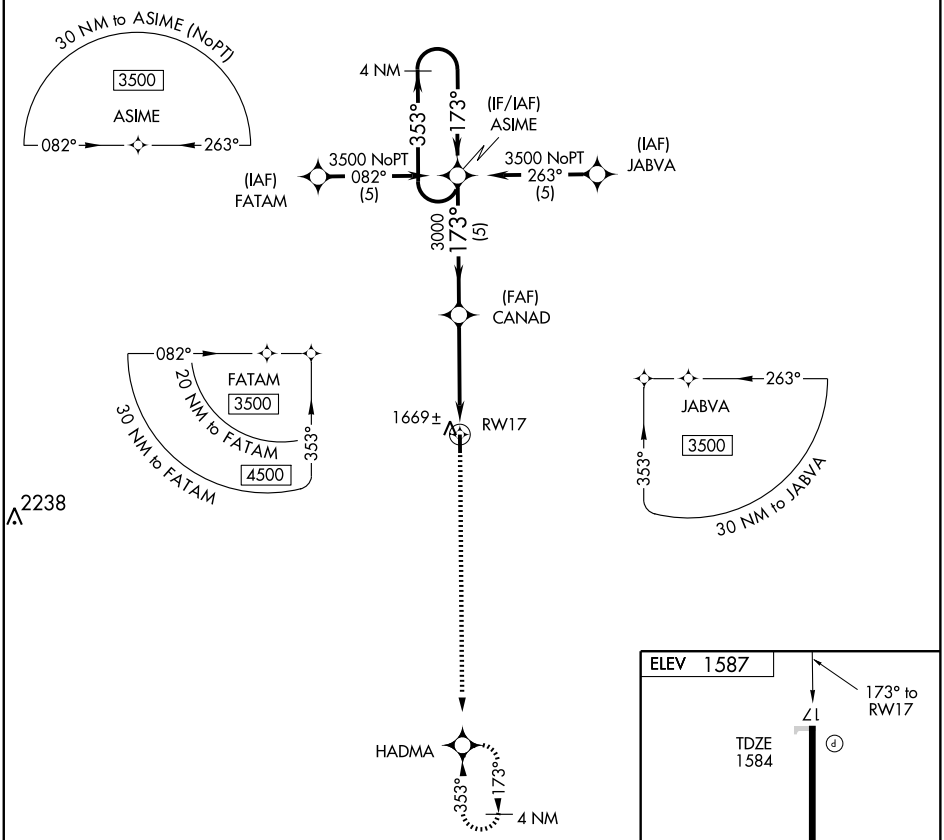
APP CRS	Rwy Idg	4000
173°	TDZE	1584
	Apt Elev	1587

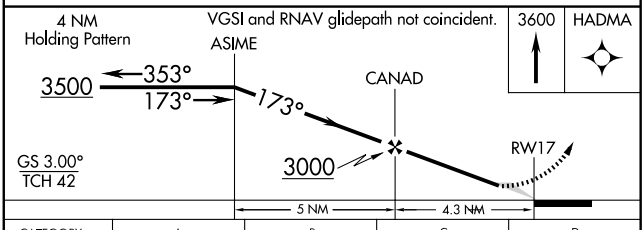
RNAV (GPS) RWY 17
HINTON MUNI (208)

NA Use Weatherford altimeter setting; when not received procedure NA. DME/DME RNP-0.3 NA. Baro-VNAV NA.

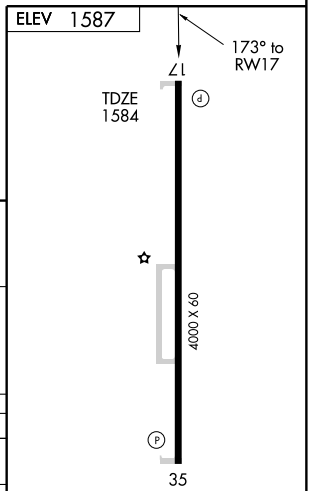
MISSED APPROACH: Climb to 3600 direct HADMA and hold.

FORT WORTH CENTER	UNICOM
128.4 269.375	123.05 (CTAF)





CATEGORY	A	B	C	D
LNAV/VNAV DA	2000-1½	416 (500-1½)	NA	
LNAV MDA	2000-1	416 (500-1)	NA	
CIRCLING	2100-1	513 (600-1)	NA	



MIRL Rwy 17-35

SC-1, 14 JAN 2010 to 11 FEB 2010

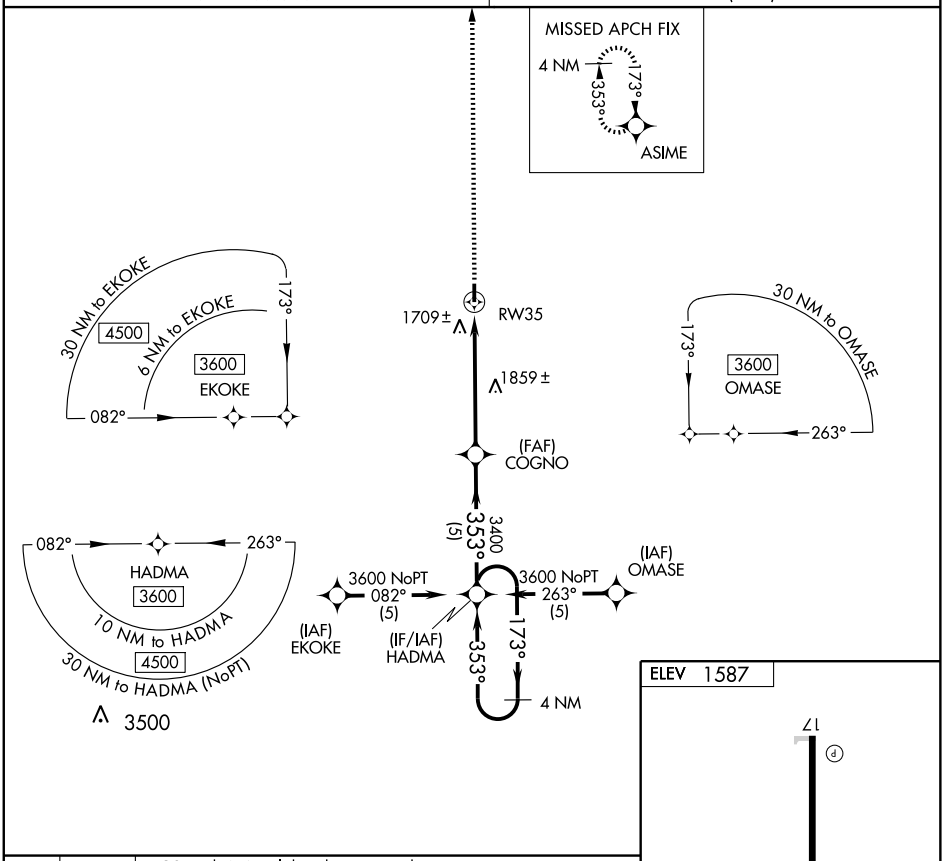
APP CRS	Rwy Idg	4000
353°	TDZE	1587
	Apt Elev	1587

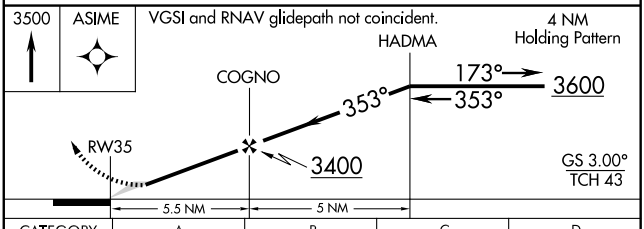
RNAV (GPS) RWY 35
HINTON MUNI (208)

NA Use Weatherford altimeter setting; when not received procedure NA. DME/DME RNP-0.3 NA. Baro-VNAV NA.

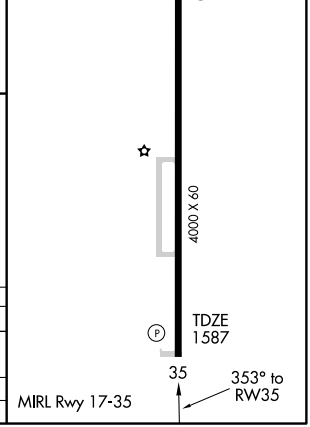
MISSED APPROACH: Climb to 3500 direct ASIME and hold.

FORT WORTH CENTER	UNICOM
128.4 269.375	123.05 (CTAF)





CATEGORY	A	B	C	D
LNAV/VNAV DA	2052-1¾	465 (500-1¾)	NA	
LNAV MDA	2160-1	573 (600-1)	NA	
CIRCLING	2160-1	573 (600-1)	NA	



APP CRS	Rwy Idg	5507
173°	TDZE	1553
	Apt Elev	1564

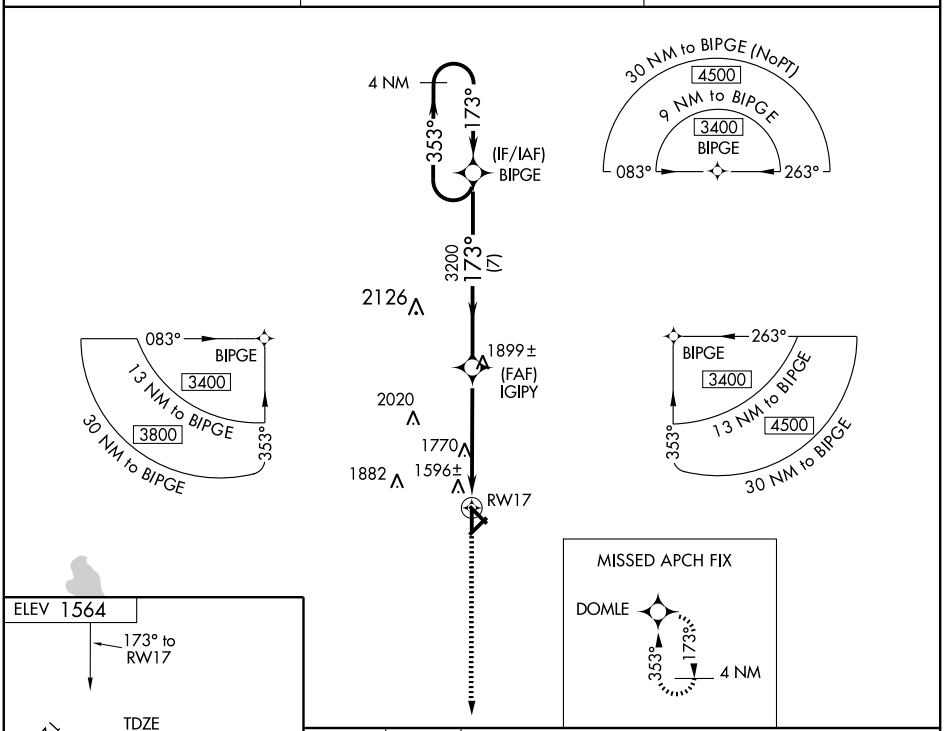
RNAV (GPS) RWY 17

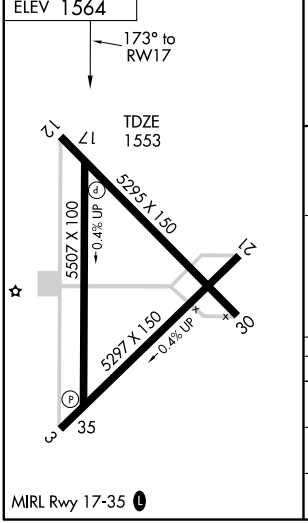
HOBART RGNL (HBR)

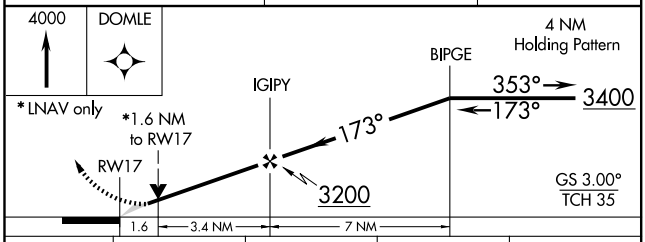
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Altus/Quartz Mountain Rgnl altimeter setting and increase LNAV/VNAV DA to 1971 feet and all visibilities ¼ mile: increase all MDAs 80 feet, LNAV Cat C and D visibility ¼ mile. VDP and BARO-VNAV NA when using Altus/Quartz Mountain Rgnl altimeter setting.

MISSED APPROACH: Climb to 4000 direct DOMLE and hold.

ASOS	ALTUS APP CON ★	UNICOM
133.325	125.1 257.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV/VNAV DA	1900-1¼ 347 (400-1¼)			
LNAV MDA	2080-1 527 (600-1)		2080-1½ 527 (600-1½)	2080-1¾ 527 (600-1¾)
CIRCLING	2080-1 516 (600-1)		2080-1½ 516 (600-1½)	2120-2 556 (600-2)

SC-1, 14 JAN 2010 to 11 FEB 2010

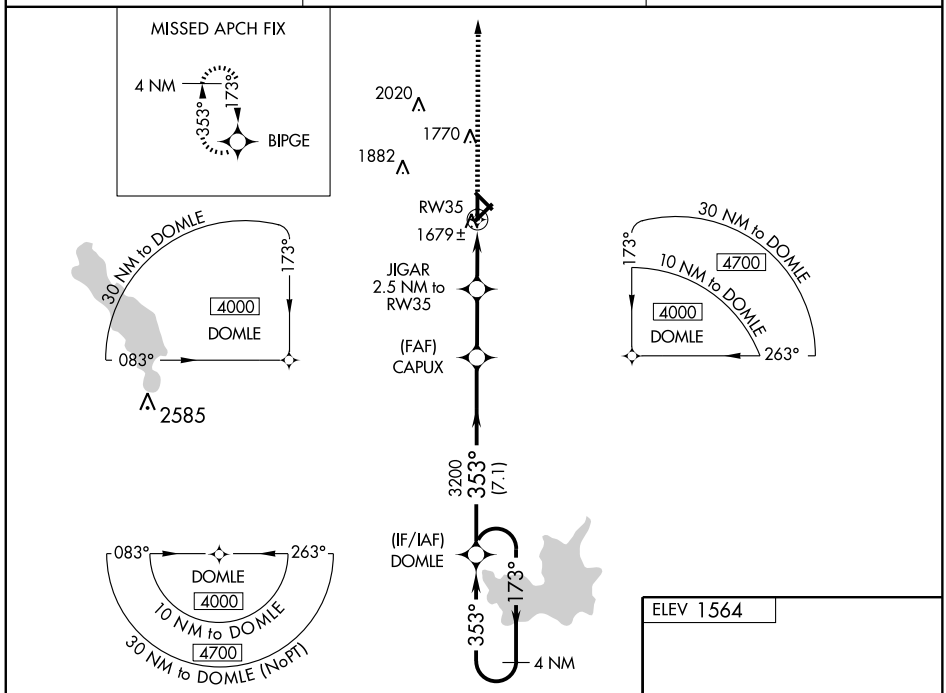
APP CRS	Rwy Idg	5507
353°	TDZE	1561
	Apt Elev	1564

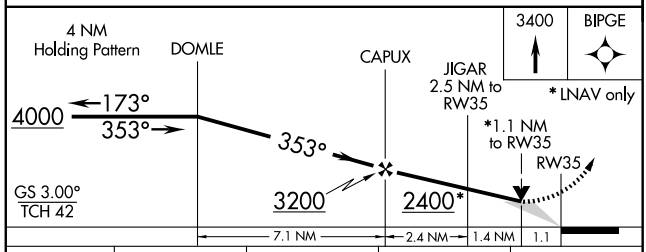
RNAV (GPS) RWY 35
HOBART RGNL (HBR)

For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Altus/Quartz Mountain Rgnl altimeter setting and increase LNAV/VNAV DA to 2020 feet and all visibilities ½ mile: increase all MDAs 80 feet, Cat C and D visibility ¼ mile. BARO-VNAV and VDP NA when using Altus/Quartz Mountain Rgnl altimeter setting.

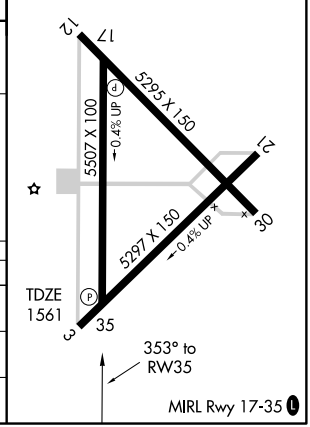
MISSED APPROACH: Climb to 3400 direct BIPGE and hold.

ASOS	ALTUS APP CON ★	UNICOM
133.325	125.1 257.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV/VNAV DA	1949-1¼ 388 (400-1¼)			
LNAV MDA	1940-1 379 (400-1)			1940-1¼ 379 (400-1¼)
CIRCLING	1980-1 416 (500-1)	2020-1 456 (500-1)	2020-1½ 456 (500-1½)	2120-2 556 (600-2)



SC-1, 14 JAN 2010 to 11 FEB 2010

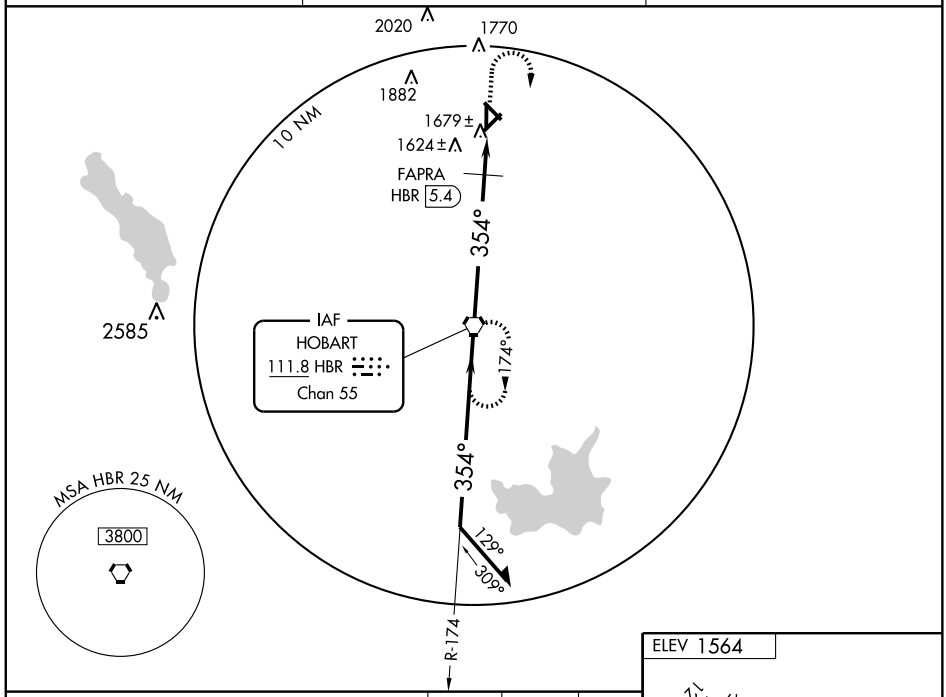
VORTAC HBR	APP CRS	Rwy Idg	5507
111.8	354°	TDZE	1561
Chan 55		Apt Elev	1564

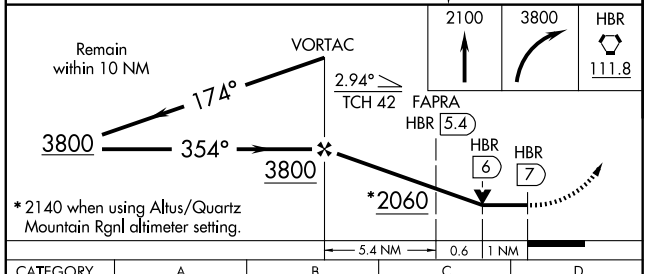
VOR RWY 35
HOBART RGNL (HBR)

When local altimeter setting not received, use Altus/Quartz Mountain Rgnl altimeter setting and increase all MDAs 80 feet, S-35 Cat C and D visibility ¼ mile, FAPRA fix minimums S-35 Cat D visibility ¼ mile. VDP NA when using Altus/Quartz Mountain Rgnl altimeter setting.

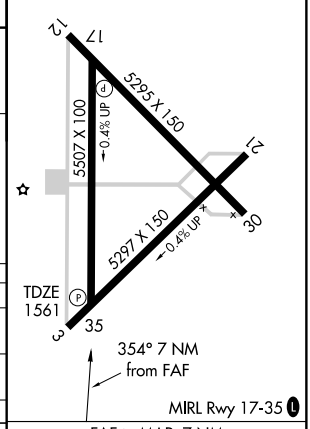
MISSED APPROACH: Climb to 2100, then climbing right turn to 3800 direct HBR VORTAC and hold.

ASOS	ALTUS APP CON ★	UNICOM
133.325	125.1 257.725	122.8 (CTAF) L





* 2140 when using Altus/Quartz Mountain Rgnl altimeter setting.



CATEGORY	A	B	C	D
S-35	2060-1	499 (500-1)	2060-1¼ 499 (500-1¼)	2060-1½ 499 (500-1½)
CIRCLING	2060-1	496 (500-1)	2060-1½ 496 (500-1½)	2120-2 556 (600-2)
FAPRA FIX MINIMUMS				
S-35	1980-1	419 (500-1)	1980-1¼	419 (500-1¼)
CIRCLING	1980-1 416 (500-1)	2020-1 456 (500-1)	2020-1½ 456 (500-1½)	2120-2 556 (600-2)

FAF to MAP 7 NM

Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20

SC-1, 14 JAN 2010 to 11 FEB 2010

NDB HDL	APP CRS	Rwy Idg	3251
411	164°	TDZE	856
		Apt Elev	860

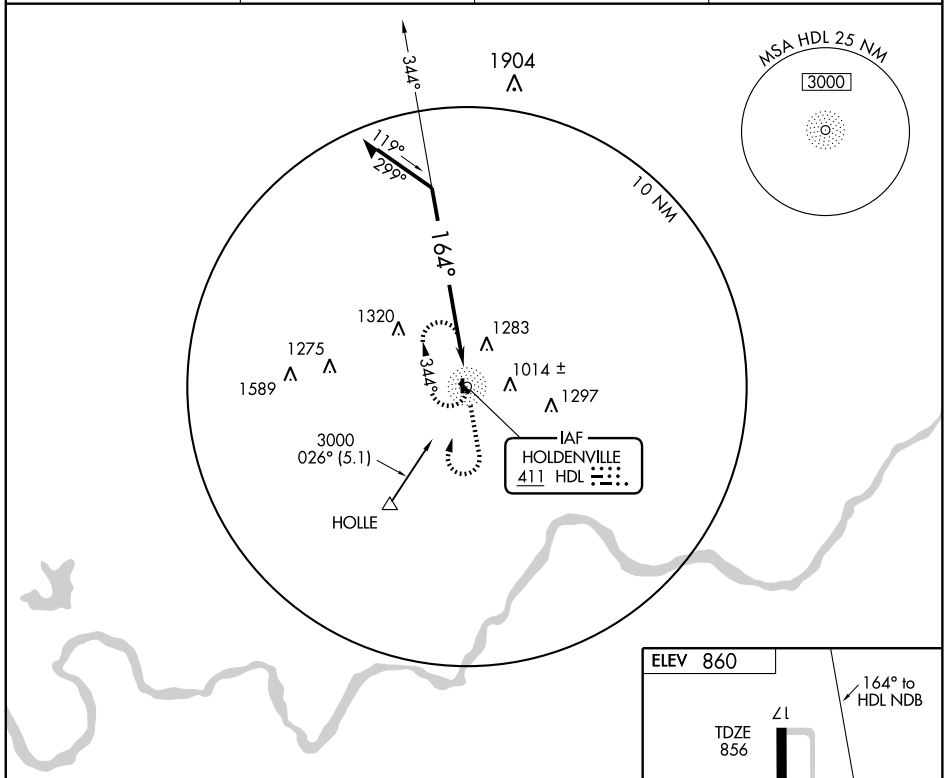
NDB RWY 17

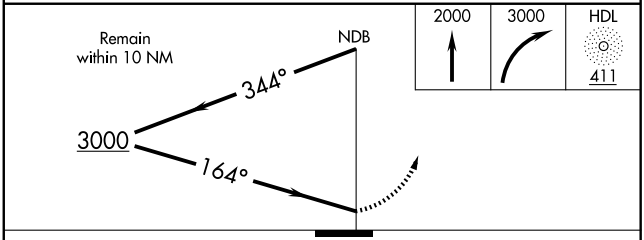
HOLDENVILLE MUNI (F99)

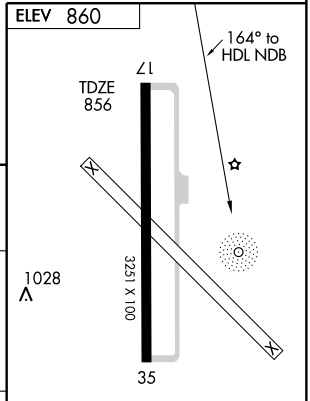
NA Use McAlester altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct HDL NDB and hold.

ADA MUNI AWOS-3	McALESTER REGIONAL ASOS	FORT WORTH CENTER	UNICOM
118.725	135.125	132.2 338.35	122.8 (CTAF)







MIRL Rwy 17-35

CATEGORY	A	B	C	D
S-17	1780-1¼	918 (1000-1¼)	1780-2¾ 918 (1000-2¾)	NA
CIRCLING	1780-1¼	920 (1000-1¼)	1780-2¾ 920 (1000-2¾)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3251
174°	TDZE	862
	Apt Elev	862

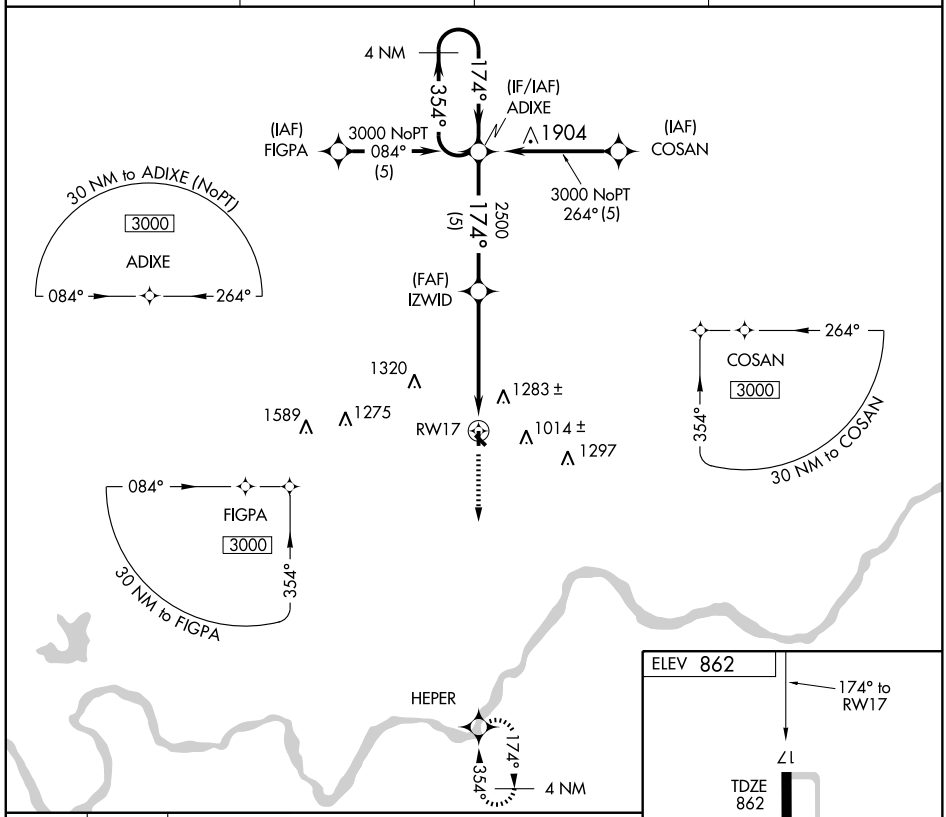
RNAV (GPS) RWY 17

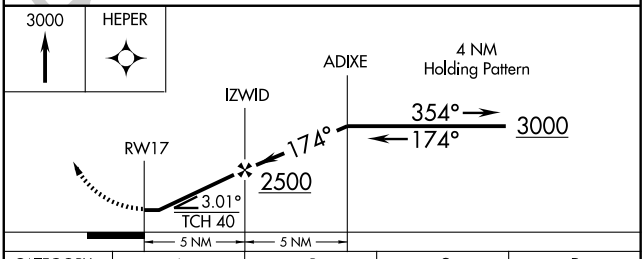
HOLDENVILLE MUNI (F99)

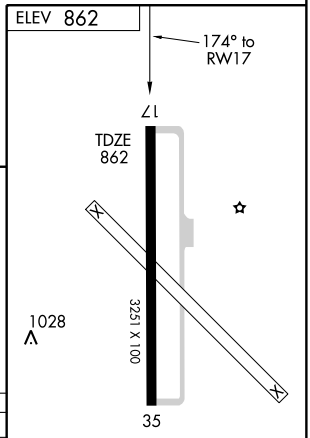
NA Use ADA Muni altimeter setting; if not received, use McAlester altimeter setting and increase all MDAs 20 feet. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct HEPER and hold.

ADA MUNI AWOS-3	McALESTER REGIONAL ASOS	FORT WORTH CENTER	UNICOM
118.725	135.125	132.2 338.35	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1520-1 658 (700-1)		1520-1¾ 658 (700-1¾)	NA
CIRCLING	1520-1 658 (700-1)	1660-1¼ 798 (800-1¼)	1660-2¼ 798 (800-2¼)	NA

MIRL Rwy 17-35

SC-1, 14 JAN 2010 to 11 FEB 2010

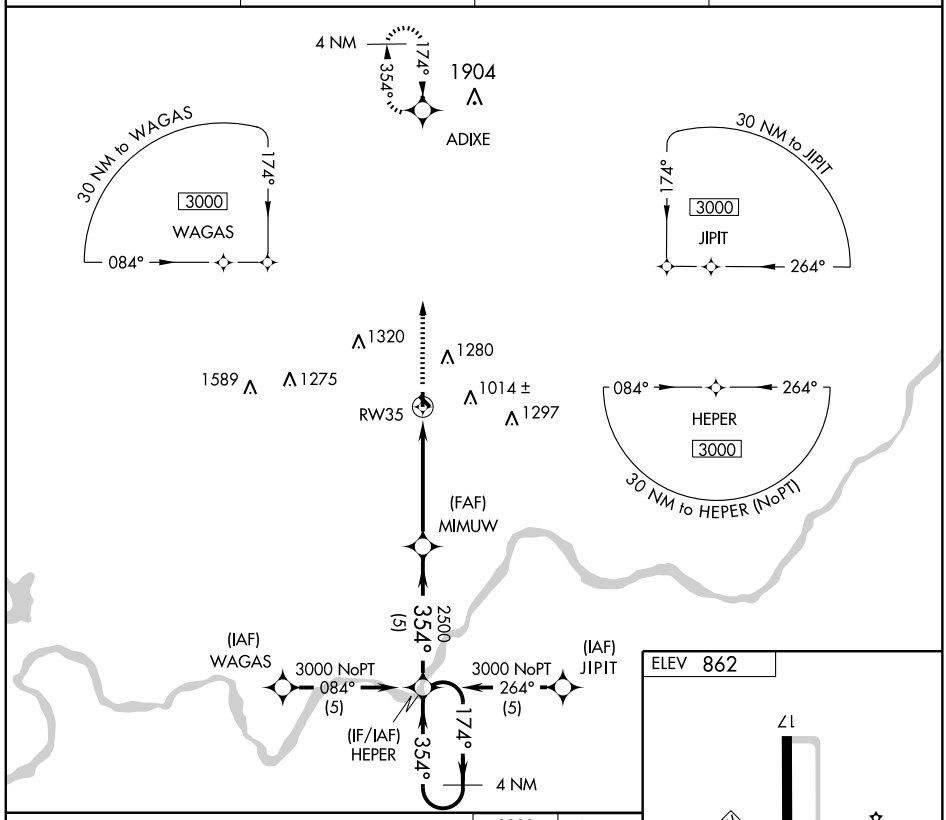
APP CRS	Rwy Idg	3251
354°	TDZE	857
	Apt Elev	862

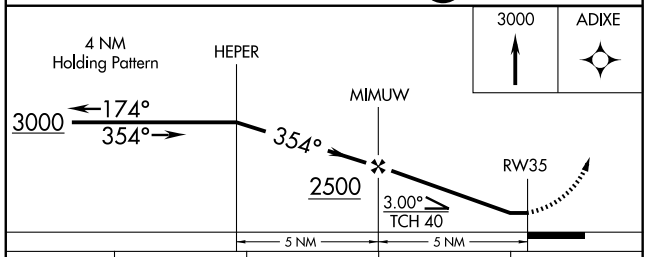
RNAV (GPS) RWY 35
HOLDENVILLE MUNI (F99)

⚠ NA — Use ADA Muni altimeter setting, if not received, use McAlester altimeter setting and increase all MDAs 20 feet. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

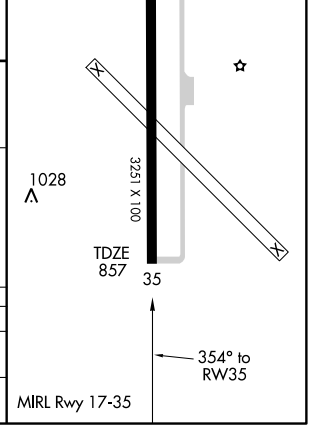
MISSED APPROACH: Climb to 3000 direct ADIXE and hold.

ADA MUNI AWOS-3	McALESTER REGIONAL ASOS	FORT WORTH CENTER	UNICOM
118.725	135.125	132.2 338.35	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1420-1 563 (600-1)		1420-1½ 563 (600-1½)	NA
CIRCLING	1460-1 598 (600-1)	1660-1¼ 798 (800-1¼)	1660-2¼ 798 (800-1¼)	NA



SC-1, 14 JAN 2010 to 11 FEB 2010

NDB HHW	APP CRS	Rwy Idg	4007
323	002°	TDZE	571
		Apt Elev	571

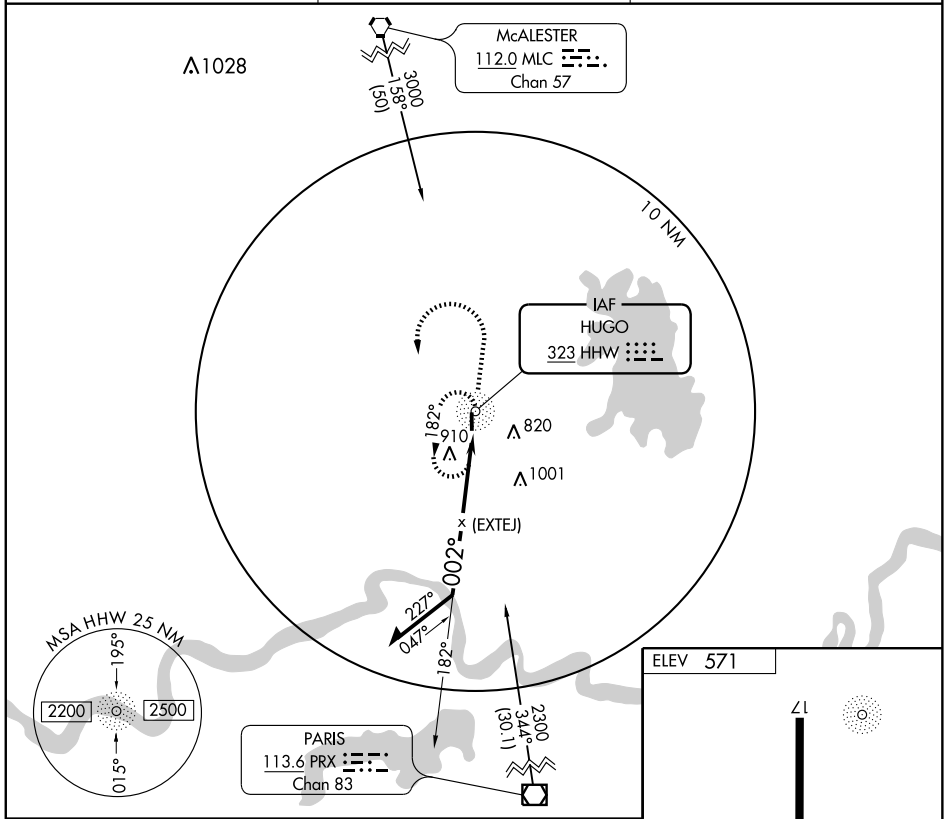
NDB or GPS RWY 35

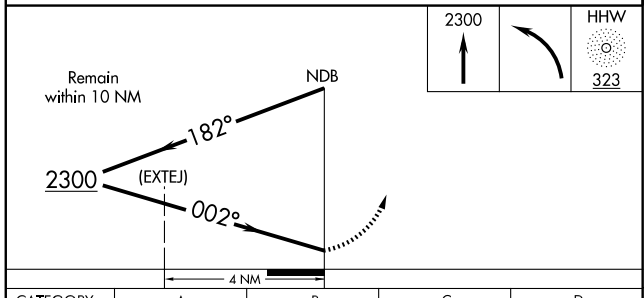
HUGO/STAN STAMPER MUNI (HHW)

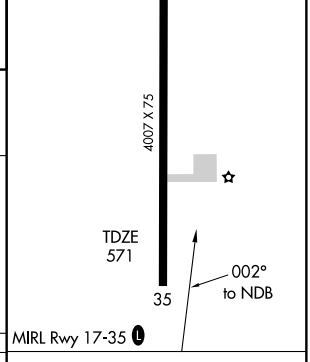
NA

MISSED APPROACH: Climb to 2300 then left turn direct HHW NDB and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
119.025	124.875 307.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	1260-1	689 (700-1)	NA	
CIRCLING	1260-1	689 (700-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

SC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5000
020°	TDZE	472
	Apt Elev	472

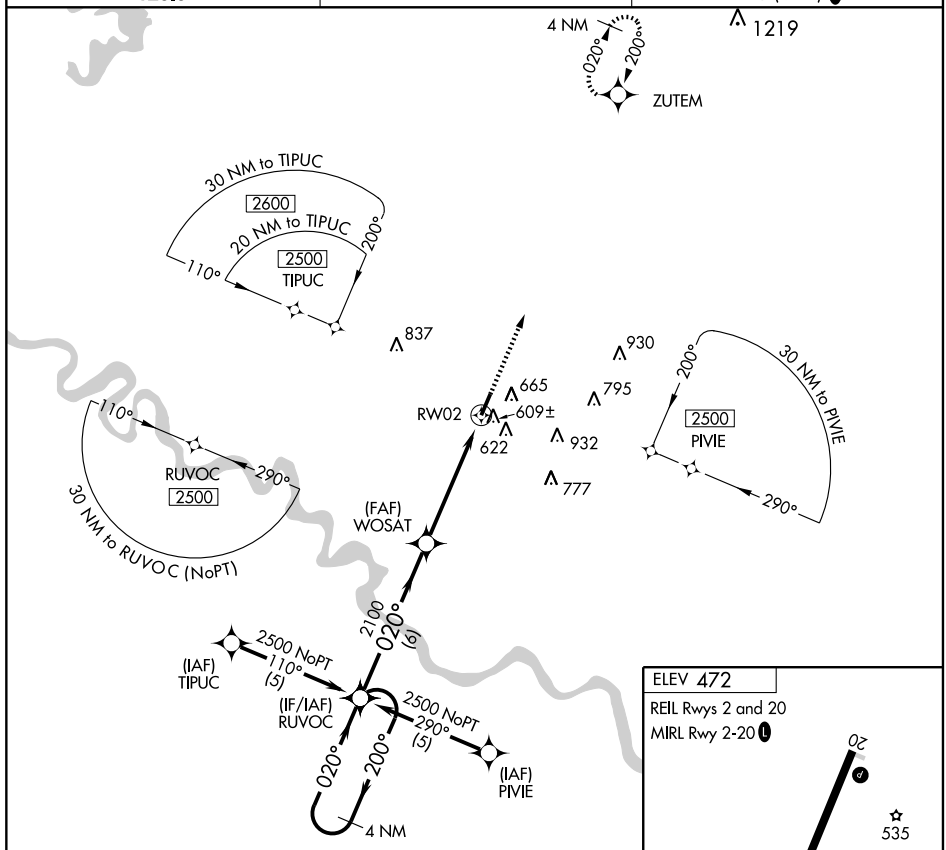
RNAV (GPS) RWY 2

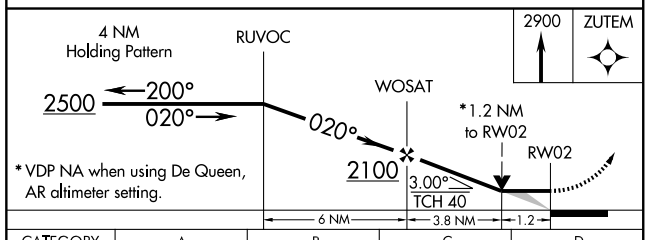
IDABEL/MC CURTAIN COUNTY RGNL (404)

If local altimeter setting not received, use De Queen, AR altimeter setting and increase all MDAs 80 feet.
NA GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

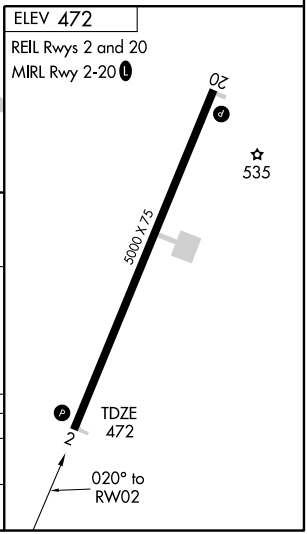
MISSED APPROACH: Climb to 2900 direct ZUTEM and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
120.0	123.925 269.475	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	880-1 408 (500-1)		880-1¼ 408 (500-1¼)	NA
CIRCLING	1020-1 548 (600-1)		1020-1½ 548 (600-1½)	NA



SC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5000
200°	TDZE	464
	Apt Elev	472

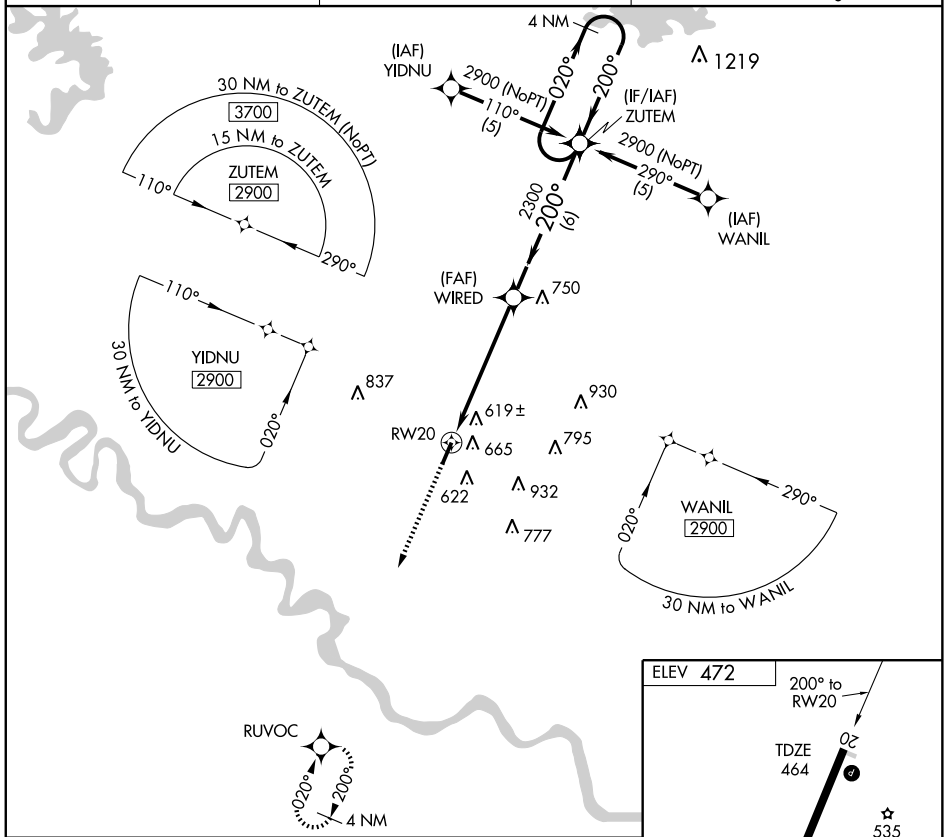
RNAV (GPS) RWY 20

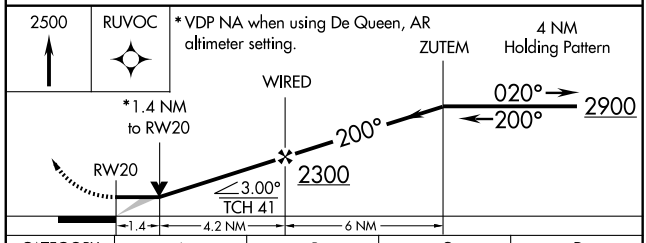
IDABEL/ MC CURTAIN COUNTY RGNL (404)

▼ ▲NA — If local altimeter setting not received, use De Queen, AR altimeter setting and increase all MDAs 80 feet. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

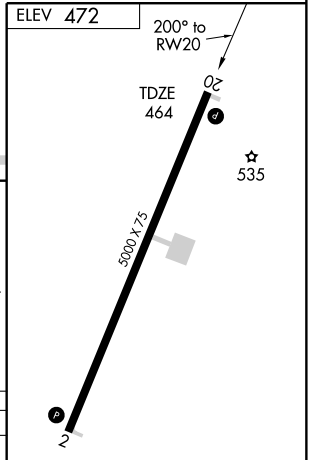
MISSED APPROACH: Climb to 2500 direct RUVOC and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
120.0	123.925 269.475	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	960-1 496 (500-1)		960-1¼ 496 (500-1¼)	NA
CIRCLING	1020-1 548 (600-1)		1020-1½ 548 (600-1½)	NA



REIL Rwys 2 and 20
MIRL Rwy 2-20 L

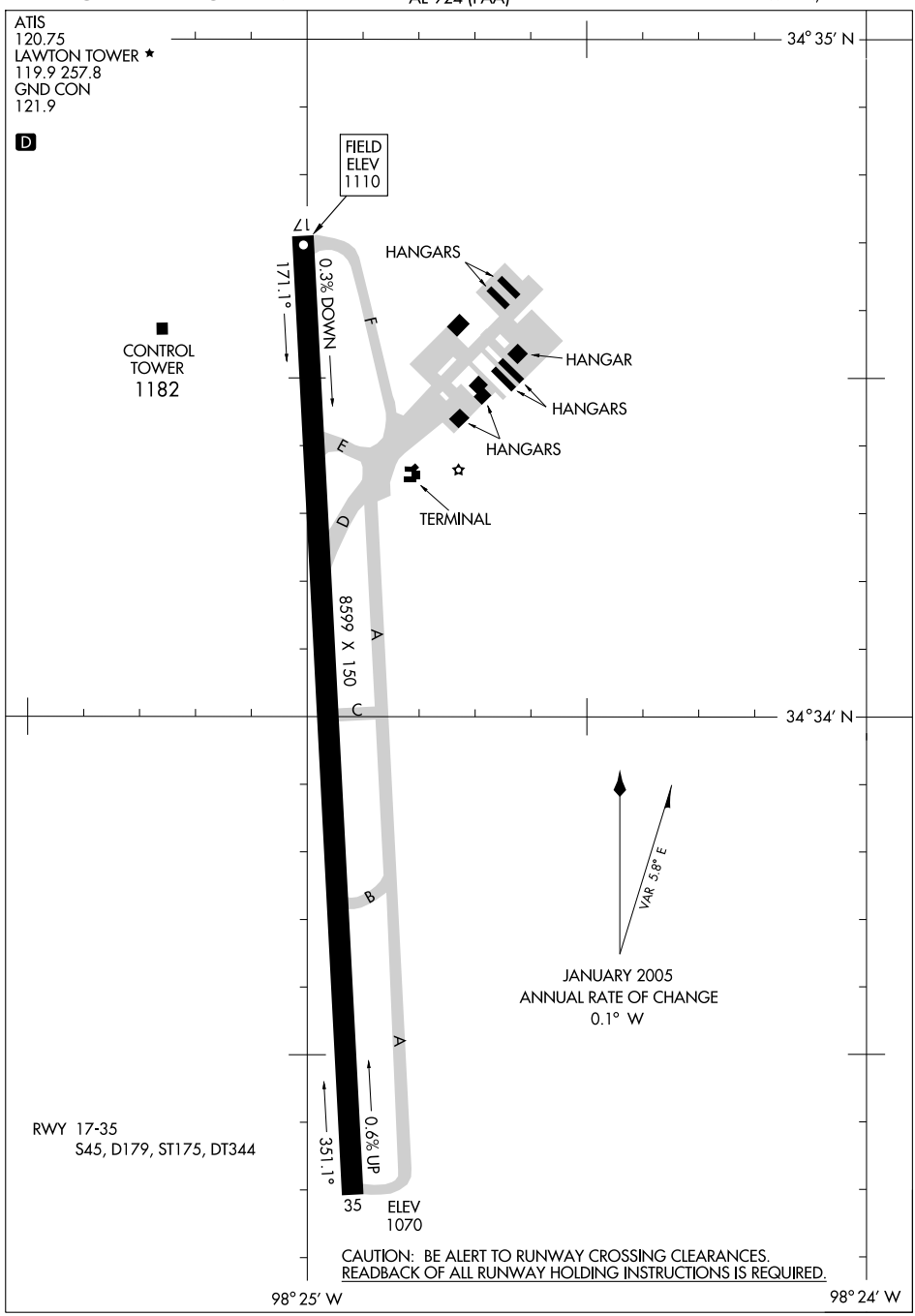
SC-1, 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

AL-924 (FAA)

LAWTON-FORT SILL RGNL (LAW)

LAWTON, OKLAHOMA



SC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	8599
351°	TDZE	1089
	Apt Elev	1110

GPS RWY 35

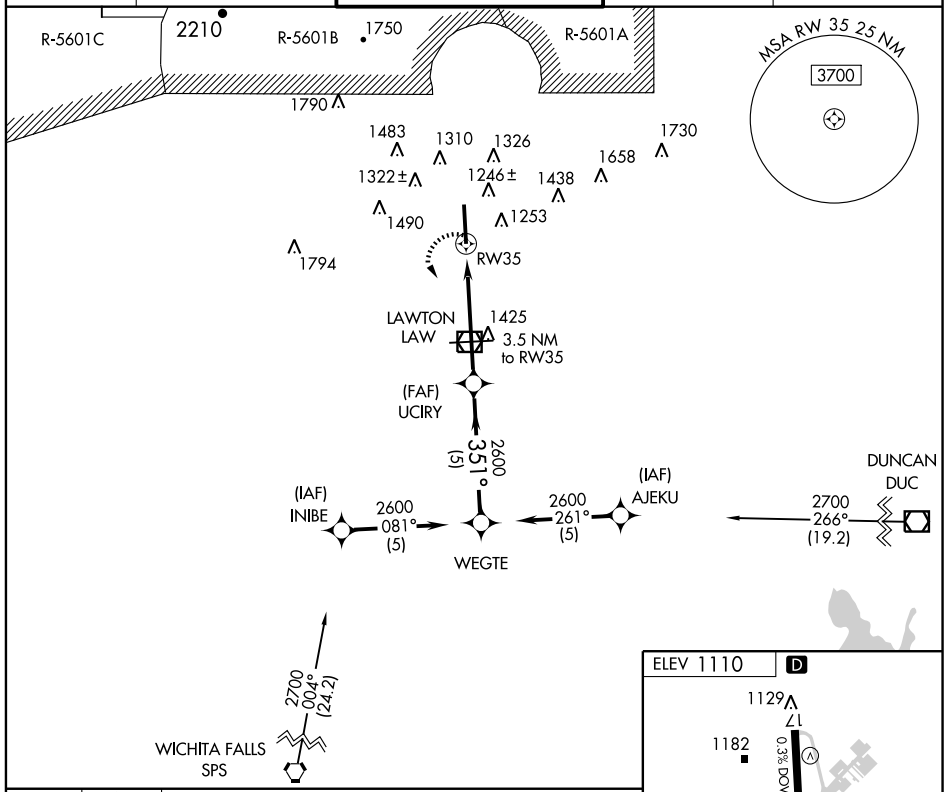
LAWTON-FORT SILL RGNL (LAW)

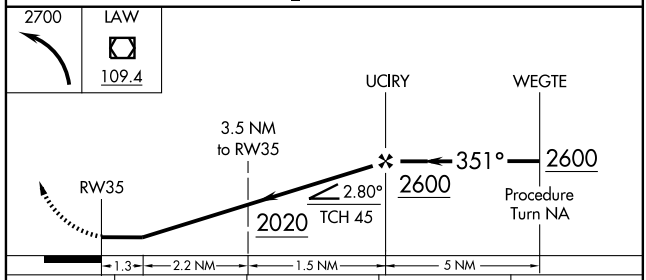
NA
ASR

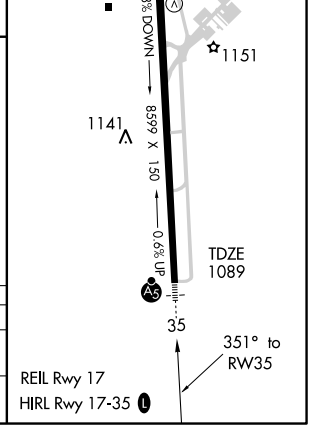
MALSR

MISSED APPROACH: Climbing left turn to 2700 direct LAW VOR/DME.

ATIS	FORT SILL APP CON	LAWTON TOWER ★	GND CON	UNICOM
120.75	120.55 322.4	119.9 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
S-35	1560-½	471 (500-½)	1560-¾ 471 (500-¾)	1560-1 471 (500-1)
CIRCLING	1600-1	490 (500-1)	1620-1½ 510 (600-1½)	1680-2 570 (600-2)

SC-1, 14 JAN 2010 to 11 FEB 2010

LOC I-LAW	APP CRS	Rwy Idg	8599
109.1	351°	TDZE	1089
		Apt Elev	1110

ILS or LOC RWY 35

LAWTON-FORT SILL RGNL (LAW)

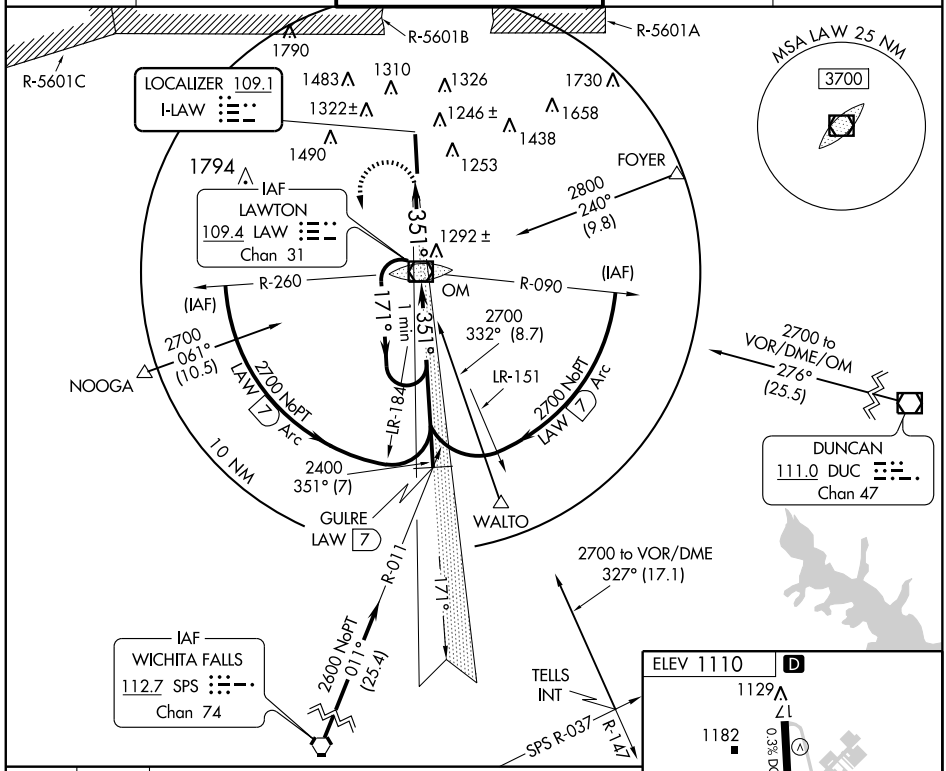
ASR

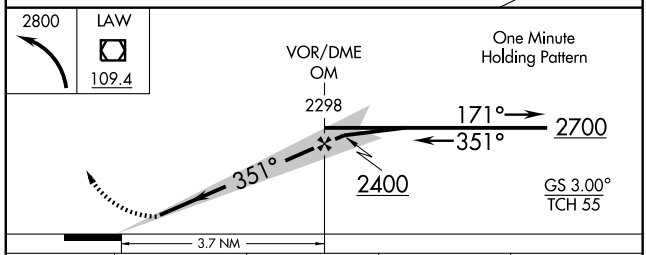
Autopilot coupled approach NA below 2000.

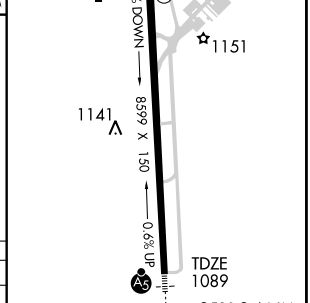
MALSR

MISSED APPROACH: Climbing left turn to 2800 direct LAW VOR/DME and hold.

ATIS	FORT SILL APP CON	LAWTON TOWER ★	GND CON	UNICOM
120.75	120.55 322.4	119.9 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
S-ILS 35	1289-½ 200 (200-½)			
S-LOC 35	1520-½ 431 (500-½)		1520-¾ 431 (500-¾)	1520-1 431 (500-1)
CIRCLING	1600-1 490 (500-1)		1620-1½ 510 (600-1½)	1680-2 570 (600-2)

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

SC-1, 14 JAN 2010 to 11 FEB 2010

VOR/DME LAW 109.4 Chan 31	APP CRS 349°	Rwy Idg 8599 TDZE 1089 Apt Elev 1110

VOR RWY 35

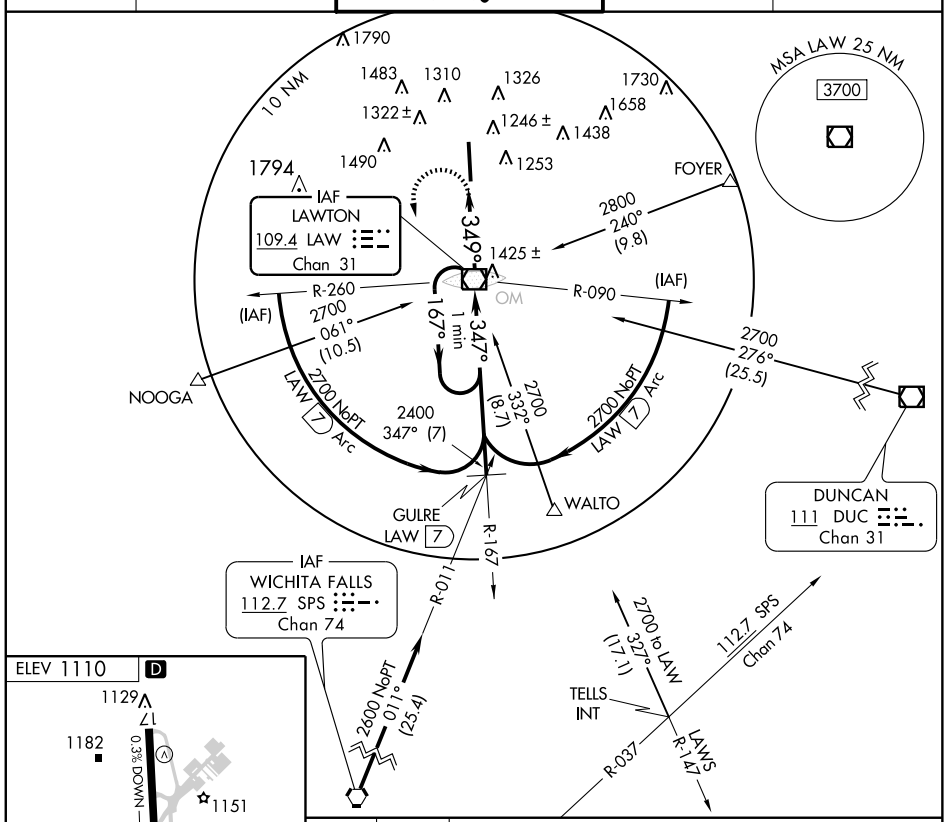
LAWTON-FORT SILL RGNL (LAW)

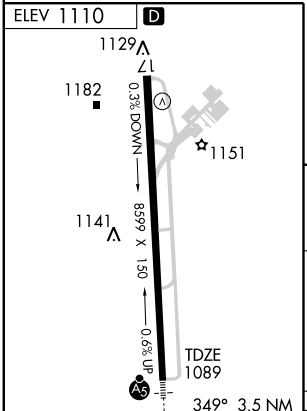
ASR

MALSR

MISSED APPROACH: Climbing left turn to 2700 direct LAW VOR/DME and hold.

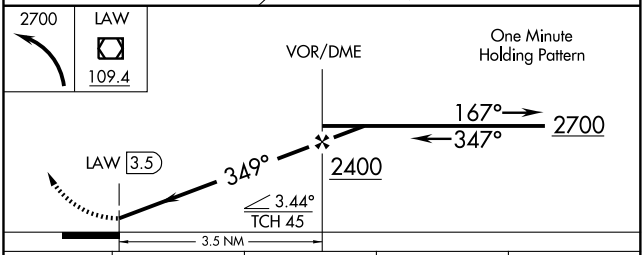
ATIS	FORT SILL APP CON	LAWTON TOWER ★	GND CON	UNICOM
120.75	120.55 322.4	119.9 (CTAF) L 257.8	121.9	122.95





FAF to MAP 3.5 NM

Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10



CATEGORY	A	B	C	D
S-35	1560-½	471 (500-½)	1560-¾ 471 (500-¾)	1560-1 471 (500-1)
CIRCLING	1600-1	490 (500-1)	1620-1½ 510 (600-1½)	1680-2 570 (600-2)

SC-1, 14 JAN 2010 to 11 FEB 2010

COPTER NDB RWY 17

NDB HMY 512	APCH CRS 169°	Rwy ldg 2005 TDZE 1091 Arpt Elev 1091

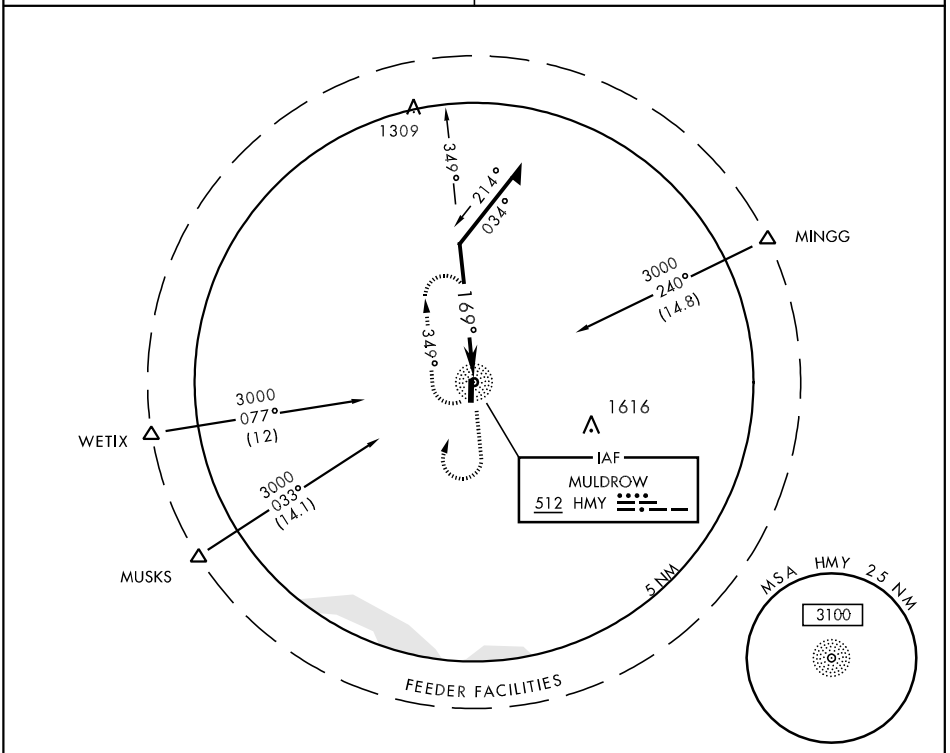
AL-2497 [USA]

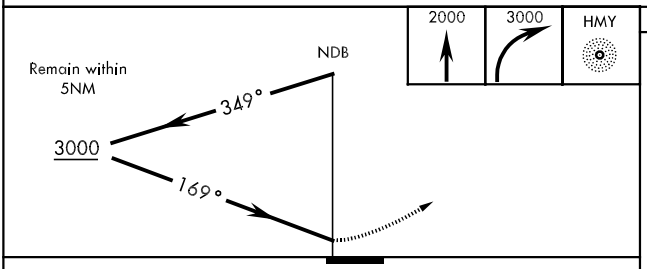
MULDROW AHP (KHMY)

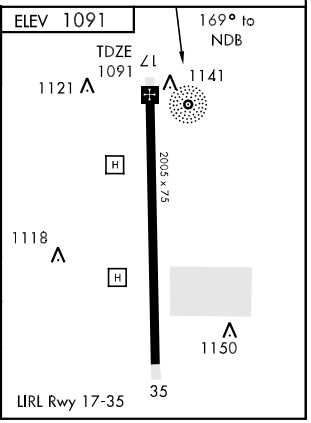
NA Obtain local altimeter setting on CTAF; when not received, use University of Oklahoma Westheimer altimeter setting minimums.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct HMY NDB and hold.

FORT WORTH CENTER	MULDROW OPS (Advsy Svc only)
128.1 322.4	46.9 142.45 387.9 (CTAF)







CATEGORY	COPTER
H-17	1620-1 529 (600-1)
UNIVERSITY OF OKLAHOMA WESTHEIMER ALTIMETER SETTING MINIMUMS	
H-17	1680-1 589 (600-1)

COPTER NDB RWY 35

NDB HMY 512	APCH CRS 359°	Rwy ldg 2005 TDZE 1091 Arpt Elev 1091

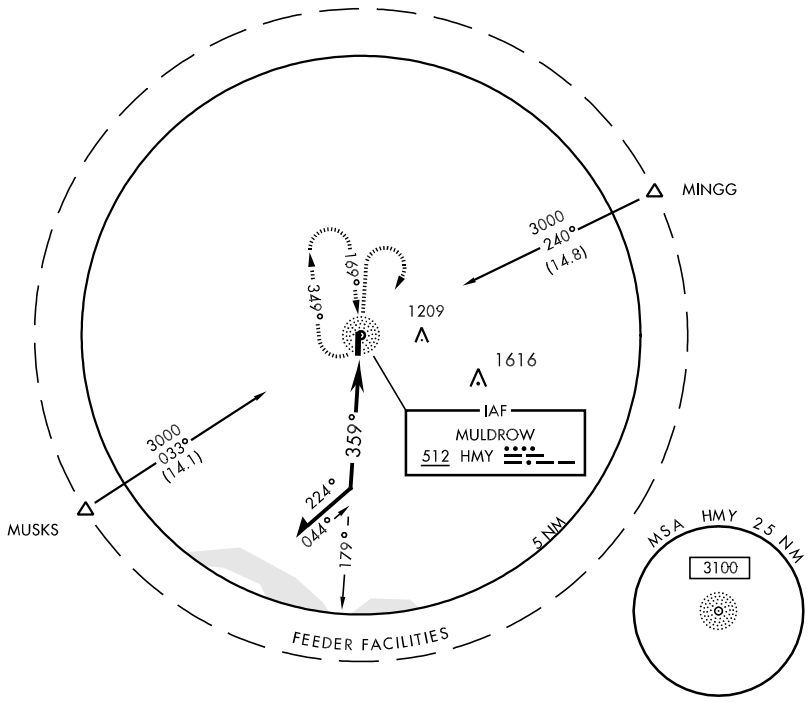
AL-2497 [USA]

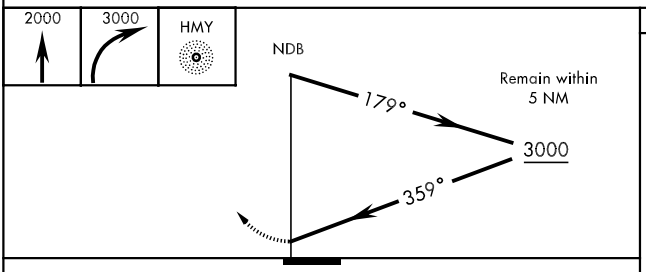
MULDROW AHP (KHMY)

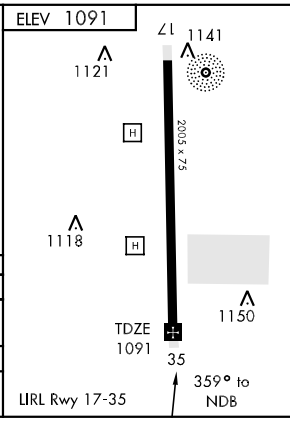
NA Obtain local altimeter setting on CTAF; when not received, use University of Oklahoma Westheimer altimeter setting minimums.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct HMY NDB and hold.

FORT WORTH CENTER	MULDROW OPS (Advsy Svc only)
128.1 322.4	46.9 142.45 387.9 (CTAF)







CATEGORY	COPTER
H-35	1520-1 429 (500-1)
UNIVERSITY OF OKLAHOMA WESTHEIMER ALTIMETER SETTING MINIMUMS	
H-35	1580-1 489 (500-1)

COPTER RNAV (GPS) RWY 17

APCH CRS	Rwy ldg	2005
175°	TDZE	1091
	Arpt Elev	1091

AL-2497 [USA]

MULDROW AHP (KHMY)

NA Obtain local altimeter setting on CTAF; when not received, use University of Oklahoma Westheimer altimeter setting minimums.
DME/DME RNP-0.3 NA

MISSED APPROACH: Climbing left turn to 3000 direct IMIME and hold.

FORT WORTH CENTER	MULDROW OPS (Advsy Svc only)
128.1 322.4	46.9 142.45 387.9 (CTAF)

Limit final and Missed Approach airspeed to 90 KIAS.

HAVAK
3000
097°
(12.5)
1307

(IAF)
CONBO
3000

TAPUC
3000
085°
(3)
2700

3000
265°
(3)

4 NM
085°
265°

3000
264°
(10.5)
MINGG

1571

(IAF)
IMIME
3000

(FAF)
VAPPU
175°
(3)

RW17

1616

3000
043°
(11.7)
WETIX
1250

1660

MSA RW17 25 NM
3100

3000
IMIME

TAPUC
3000
175°
VAPPU
2700
RW17
3.64°
3 NM
3 NM

ELEV 1091
175° to RW17
TDZE 1091
1141
1121
1118
1150
2005 x 75
H
35
LIRL Rwy 17-35

CATEGORY	COPTER
LNAV MDA	1540-1 449 (500-1)
UNIVERSITY OF OKLAHOMA WESTHEIMER ALTIMETER SETTING MINIMUMS	
LNAV MDA	1600-1 509 (600-1)

COPTER RNAV (GPS) RWY 35

APCH CRS	Rwy ldg	2005
355°	TDZE	1091
	Arpt Elev	1091

AL-2497 [USA]

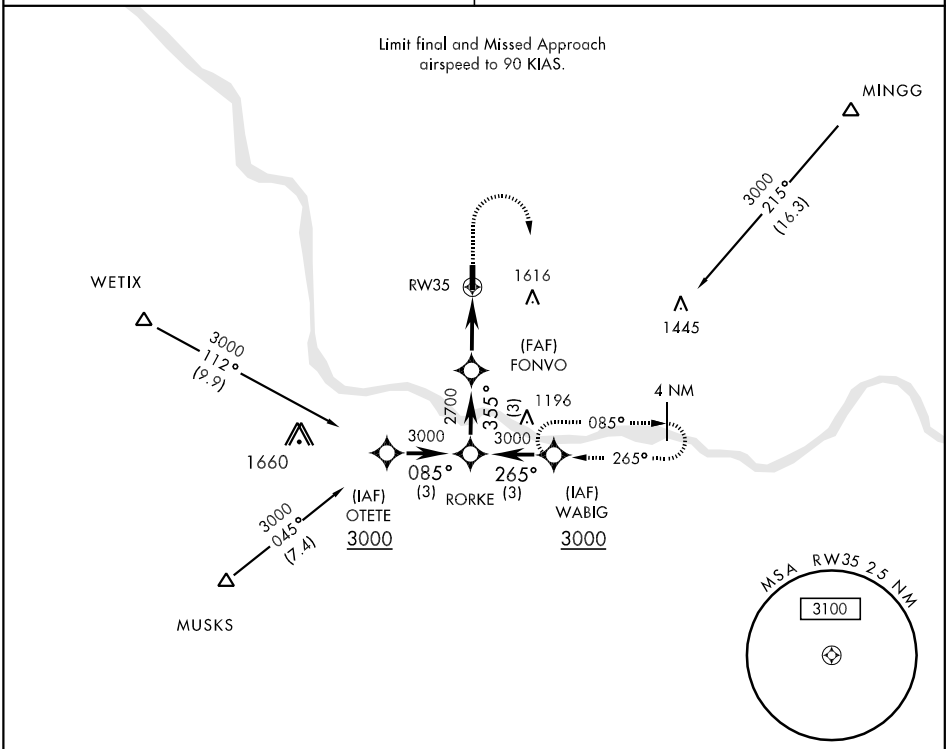
MULDROW AHP (KHMY)

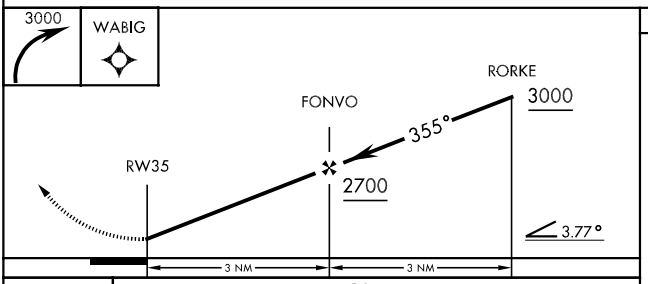
⚠ NA — Obtain local altimeter setting on CTAF; when not received, use University of Oklahoma Westheimer altimeter setting minimums. DME/DME RNP-0.3 NA

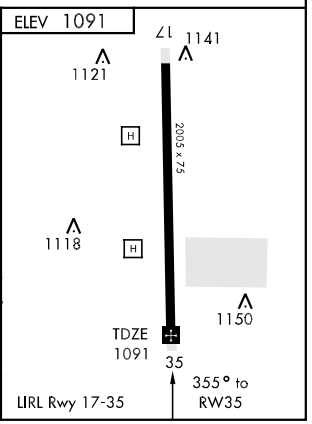
MISSED APPROACH: Climbing right turn to 3000 direct WABIG and hold.

FORT WORTH CENTER	MULDROW OPS (Advsy Svc only)
128.1 322.4	46.9 142.45 387.9 (CTAF)

Limit final and Missed Approach airspeed to 90 KIAS.







CATEGORY	COPTER
LNAV MDA	1500-1 409 (500-1)
UNIVERSITY OF OKLAHOMA WESTHEIMER ALTIMETER SETTING MINIMUMS	
LNAV MDA	1560-1 469 (500-1)

RNAV (GPS) RWY 18

MADILL MUNI (1F4)

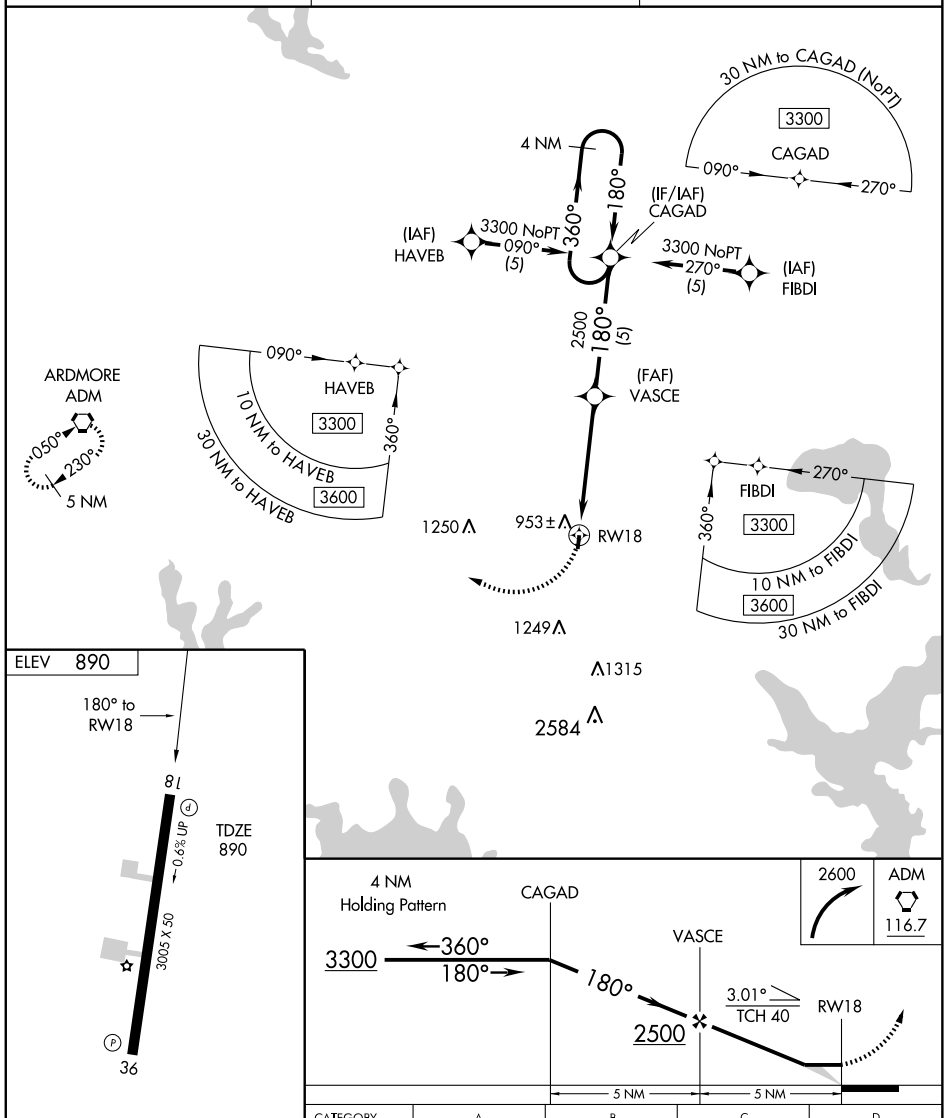
APP CRS	Rwy Idg	3005
180°	TDZE	890
	Apt Elev	890

Use Ardmore Downtown Executive altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climbing right turn to 2600 direct ADM VORTAC and hold.

ARDMORE DOWNTOWN AWOS-3	FORT WORTH CENTER	CTAF
118.15	128.1 327.15	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	1260-1	370 (400-1)	NA	
CIRCLING	1360-1	470 (500-1)	NA	

MIRL Rwy 18-36 L

REIL Rwys 18 and 36

VORTAC ADM 116.7 Chan 114	APP CRS 097°	Rwy Idg N/A TDZE N/A Apt Elev 890

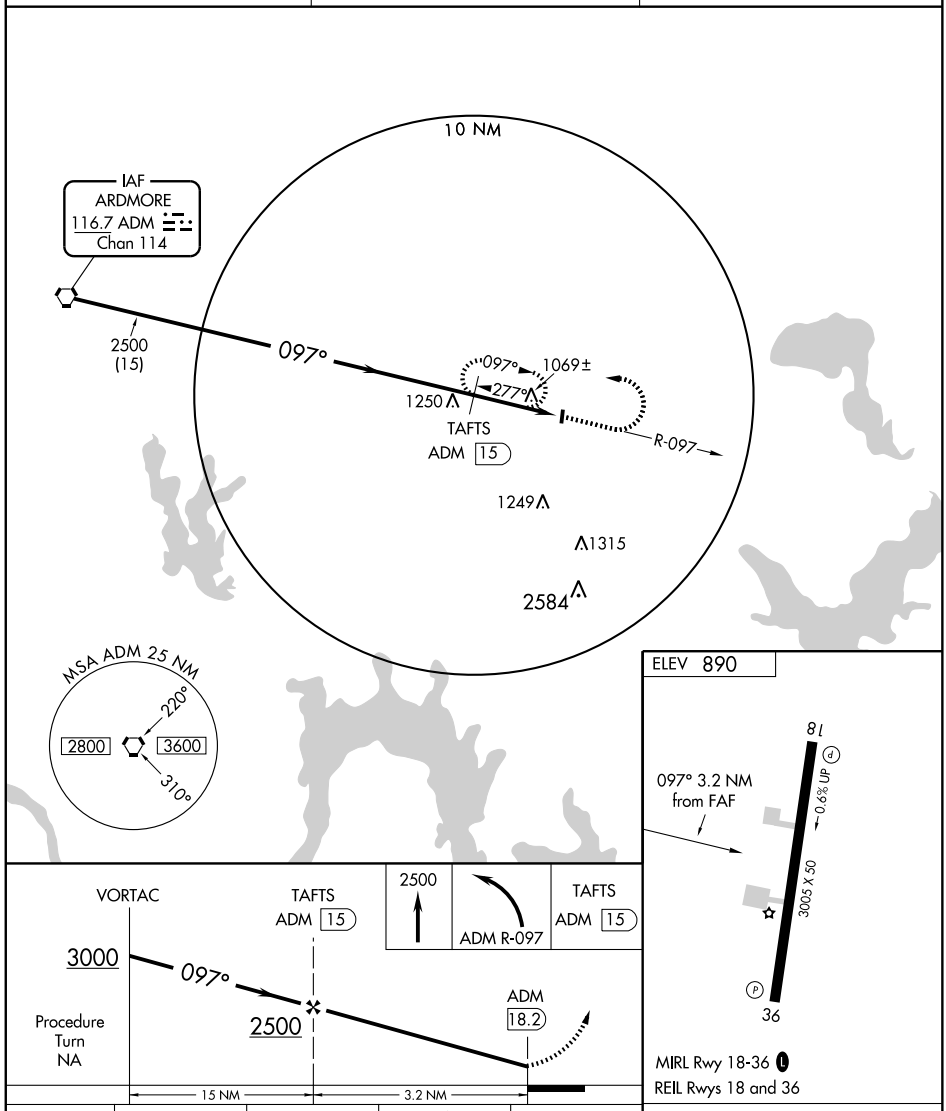
VOR/DME-A
MADILL MUNI (1F4)

Use Ardmore Downtown altimeter setting; if not received, use McAlester altimeter setting and increase all MDAs 180 feet.

NA

MISSED APPROACH: Climb to 2500, then left turn via ADM R-097 to TAFTS 15 DME and hold.

ARDMORE DOWNTOWN AWOS-3 118.15	FORT WORTH CENTER 128.1 327.15	CTAF 122.9 L



CATEGORY	A	B	C	D
CIRCLING	1420-1	530 (600-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

SC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4200
172°	TDZE	1634
	Apt Elev	1644

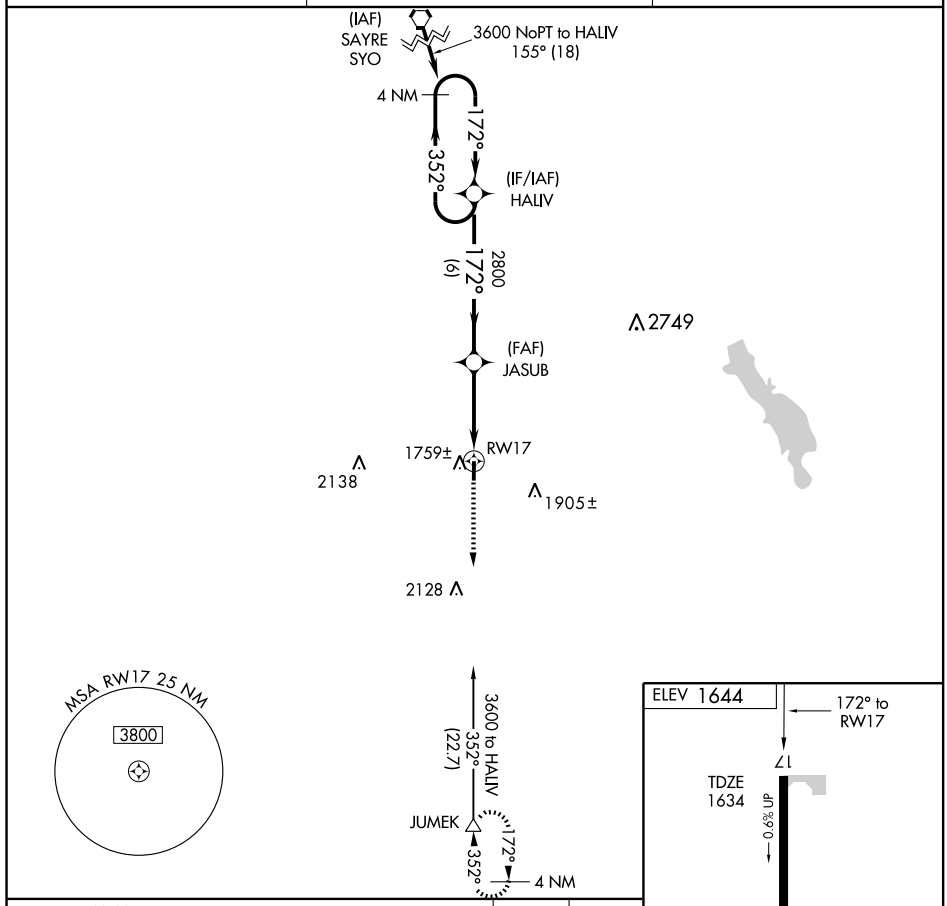
RNAV (GPS) RWY 17

MANGUM/SCOTT FIELD (2K4)

NA Use Hobart Rgnl altimeter setting; if not received, use Frederick Muni altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3700 direct JUMEK and hold.

HOBART ASOS	ALTUS APP CON★	CTAF
133.325	125.1 257.725	122.9



CATEGORY	A	B	C	D
LNAV MDA	2160-1 526 (600-1)		2160-1½ 526 (600-1½)	NA
CIRCLING	2220-1 576 (600-1)		2220-1½ 576 (600-1½)	NA

MIRL Rwy 17-35

SC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4200
352°	TDZE	1643
	Apt Elev	1644

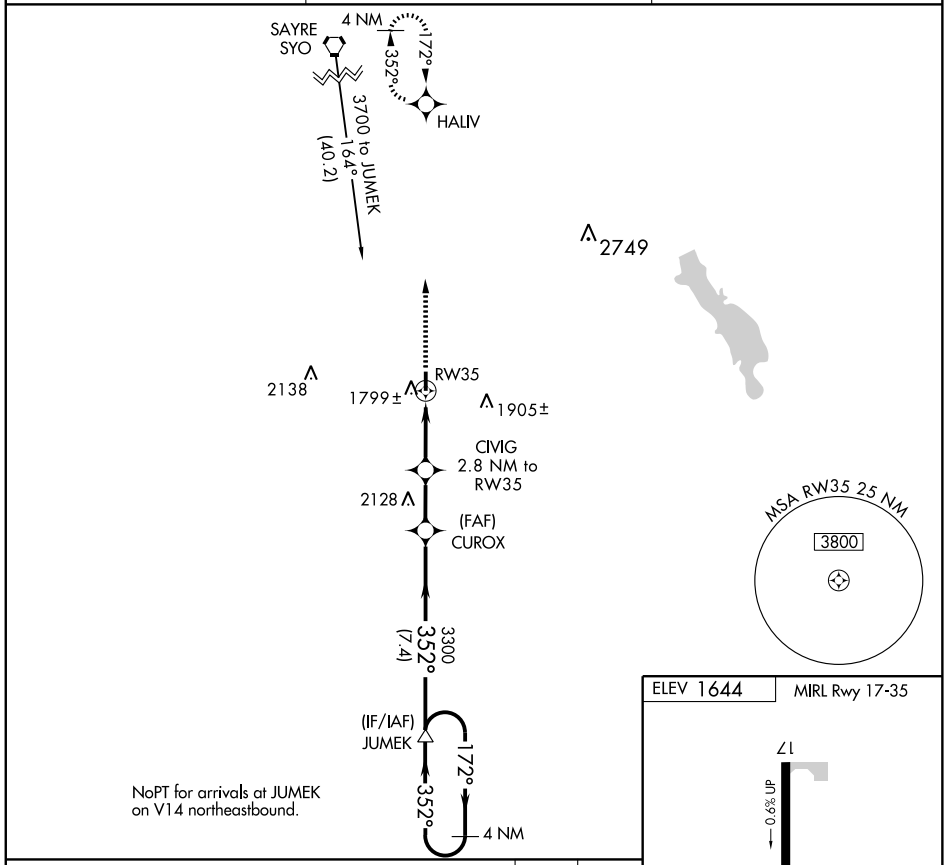
RNAV (GPS) RWY 35

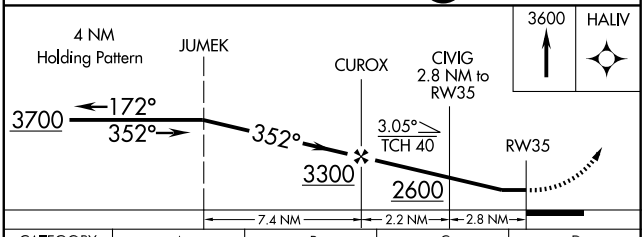
MANGUM/ SCOTT FIELD (2K4)

NA Use Hobart Rgnl altimeter setting; if not received, use Frederick Muni altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA.

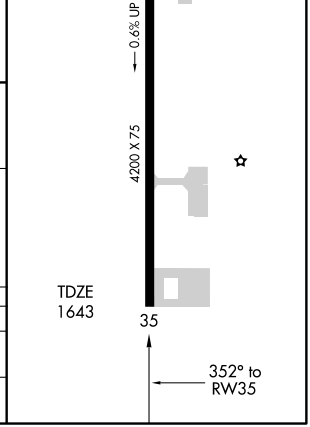
MISSED APPROACH: Climb to 3600 direct HALIV and hold.

HOBART ASOS	ALTUS APP CON*	CTAF
133.325	125.1 257.725	122.9





CATEGORY	A	B	C	D
LNAV MDA	2160-1 517 (600-1)		2160-1½ 517 (600-1½)	NA
CIRCLING	2220-1 576 (600-1)		2220-1½ 576 (600-1½)	NA



SC-1, 14 JAN 2010 to 11 FEB 2010

LOC I-MLC	APP CRS	Rwy Idg	5602
108.3	014°	TDZE	755
		Apt Elev	770

LOC RWY 2

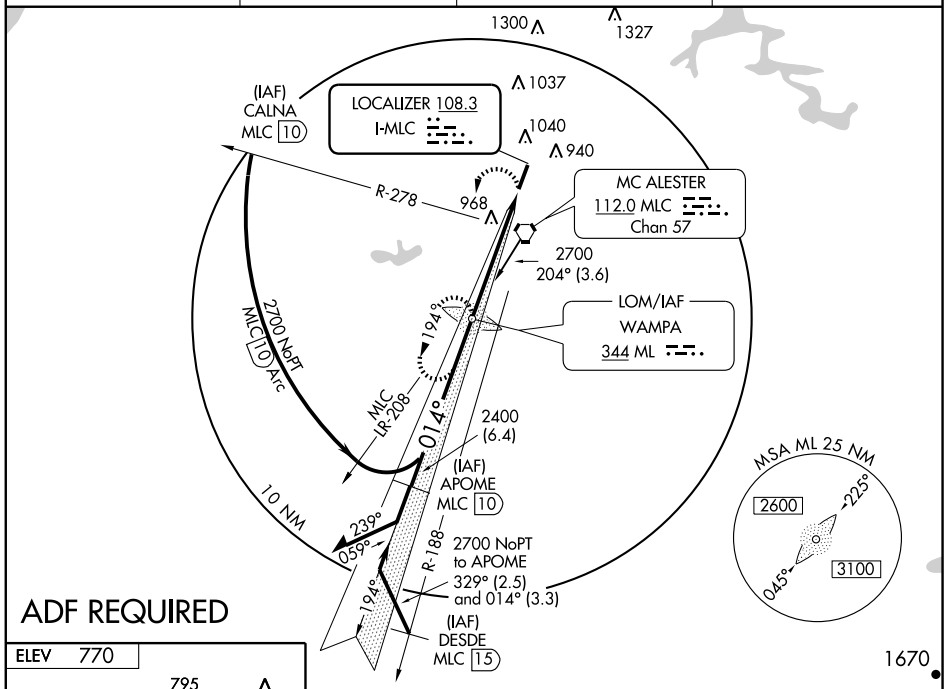
MC ALESTER RGNL (MLC)

T Inoperative table does not apply to Cat C. When local altimeter setting not received, use Ada Muni altimeter setting and increase all MDA 140 feet and S-2 Cats C and D and Circling Cat B visibility ¼ mile and Circling Cats C and D visibility ½ mile. Visibility reduction by helicopters NA.

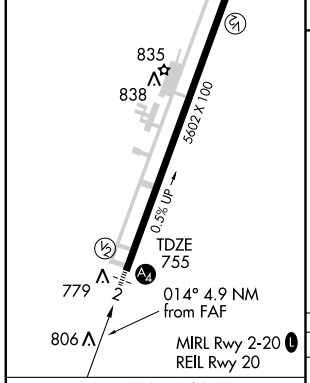
MALS

MISSED APPROACH: Climbing left turn to 2700 direct ML LOM and hold.

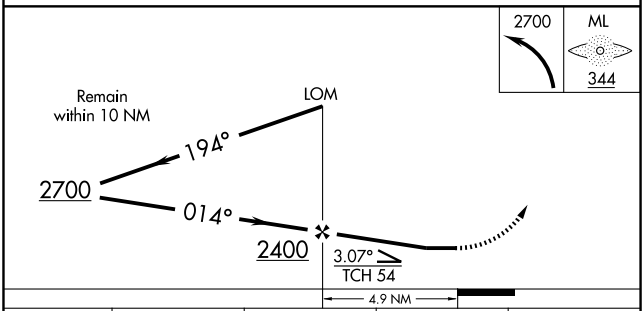
ASOS	FORT WORTH CENTER	MC ALESTER RADIO	UNICOM
135.125	132.2 338.35	122.65	122.95 (CTAF) L



ADF REQUIRED



FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-2	1200-¾ 445 (500-¾)		1200-1¼ 445 (500-1¼)	1200-1½ 445 (500-1½)
CIRCLING	1400-1 630 (700-1)		1400-1¾ 630 (700-1¾)	1400-2 630 (700-2)

WAAS CH 50201 W02A	APP CRS 014°	Rwy Idg 5602 TDZE 755 Apt Elev 770

RNAV (GPS) RWY 2

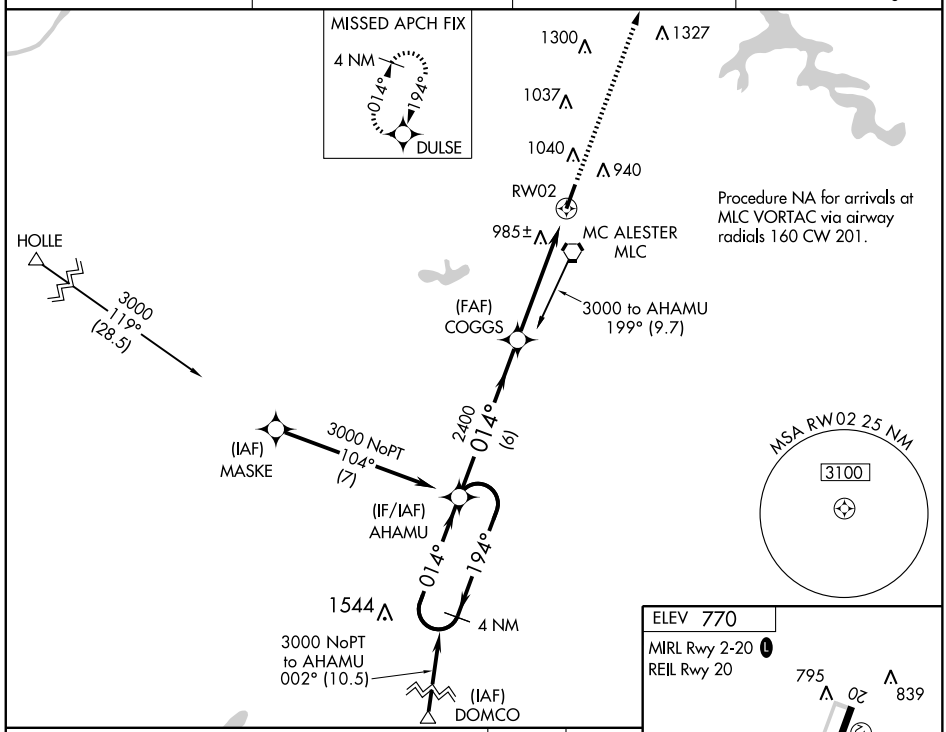
MC ALESTER RGNL (MLC)

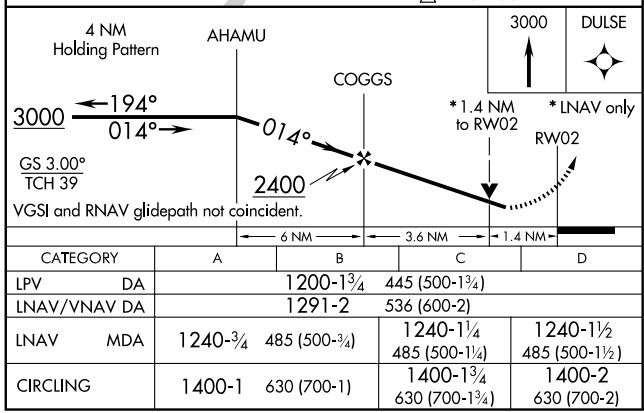
T A Inoperative table does not apply to LPV all Cats, LNAV/VNAV all Cats and LNAV Cat C. Baro-VNAV NA when using Ada Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). DME/DME RNP-0.3 NA. VDP NA when using Ada Muni altimeter setting. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ada Muni altimeter setting and increase all DA/MDA 140 feet, and all visibilities ½ mile.

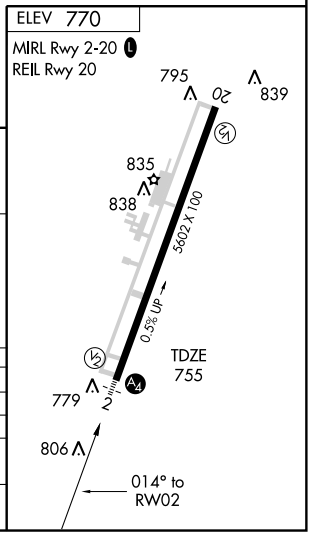
MALS A4

MISSED APPROACH: Climb to 3000 direct DULSE and hold.

ASOS	FORT WORTH CENTER	MC ALESTER RADIO	UNICOM
135.125	132.2 338.35	122.65	122.95 (CTAF) L







CATEGORY	A	B	C	D
LPV DA		1200-1¾	445 (500-1¾)	
LNAV/VNAV DA		1291-2	536 (600-2)	
LNAV MDA	1240-¾ 485 (500-¾)		1240-1¼ 485 (500-1¼)	1240-1½ 485 (500-1½)
CIRCLING	1400-1 630 (700-1)		1400-1¾ 630 (700-1¾)	1400-2 630 (700-2)

SC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5602
194°	TDZE	770
	Apt Elev	770

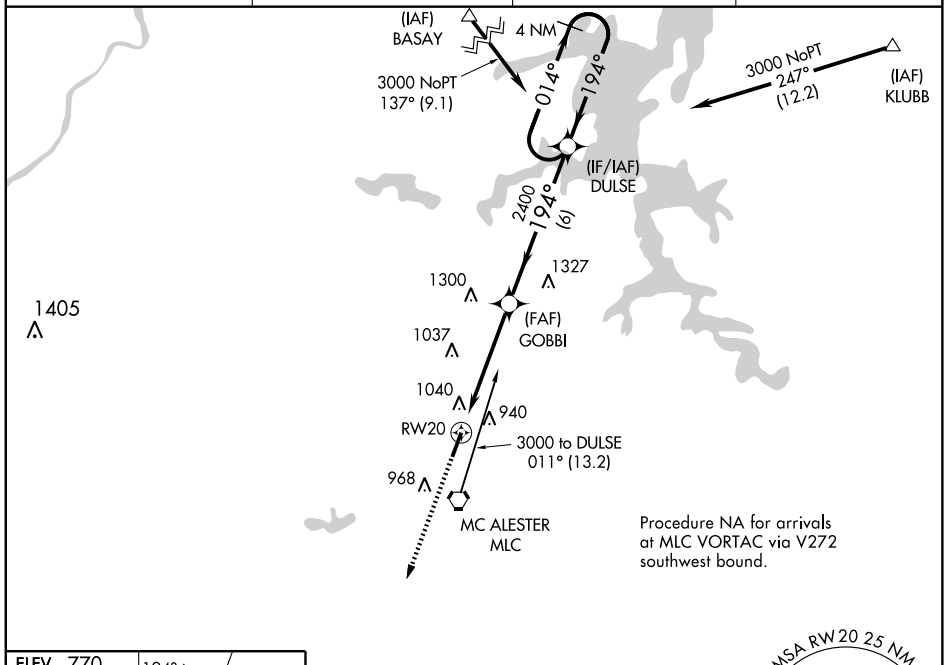
RNAV (GPS) RWY 20

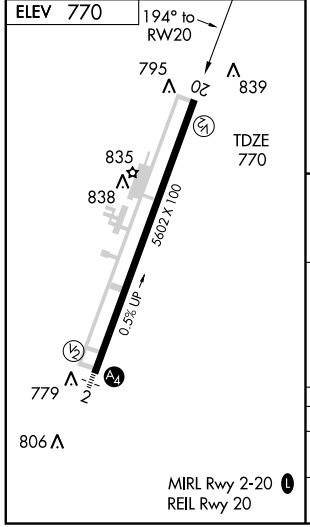
MC ALESTER RGNL (MLC)

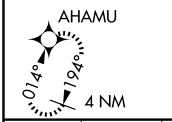
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ada Muni altimeter setting and increase all MDA 140 feet, and increase LNAV Cat C and D visibility ½ mile and Circling Cat C and D visibility ¼ mile. Visibility reduction by helicopters NA.

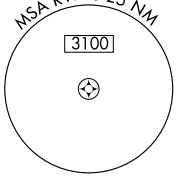
MISSED APPROACH: Climb to 3000 direct AHAMU and hold.

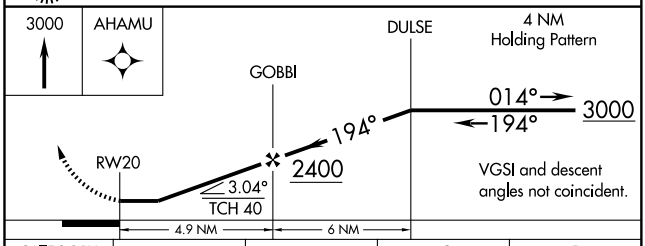
ASOS	FORT WORTH CENTER	MC ALESTER RADIO	UNICOM
135.125	132.2 338.35	122.65	122.95 (CTAF) L











CATEGORY	A	B	C	D
LNAV MDA	1340-1	570 (600-1)	1340-1½ 570 (600-1½)	1340-1¾ 570 (600-1¾)
CIRCLING	1400-1	630 (700-1)	1400-1¾ 630 (700-1¾)	1400-2 630 (700-2)

SC-1, 14 JAN 2010 to 11 FEB 2010

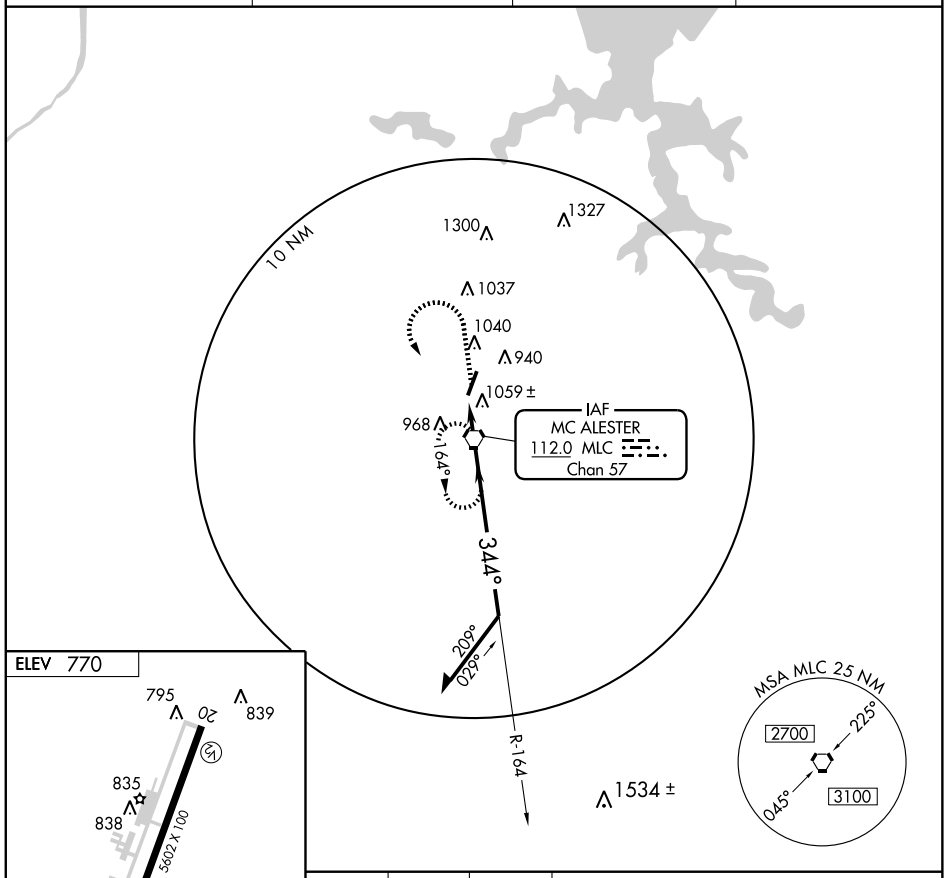
VORTAC MLC	APP CRS	Rwy Idg	N/A
112.0	344°	TDZE	N/A
Chan 57		Apt Elev	770

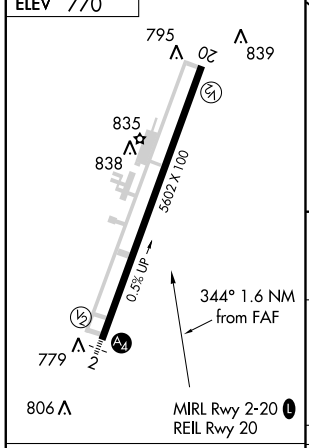
VOR-A

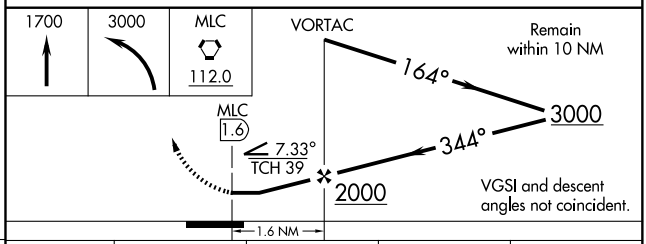
MC ALESTER RGNL (MLC)

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct MLC VORTAC and hold.

ASOS	FORT WORTH CENTER	MC ALESTER RADIO	UNICOM
135.125	132.2 338.35	122.65	122.95 (CTAF) L







FAF to MAP 1.6 NM					
Knots	60	90	120	150	180
Min:Sec	1:36	1:04	0:48	0:38	0:32

CATEGORY	A	B	C	D
CIRCLING	1400-1	630 (700-1)	1400-1¾ 630 (700-1¾)	NA

SC-1, 14 JAN 2010 to 11 FEB 2010

VORTAC MLC	APP CRS	Rwy Idg	5602
112.0	174°	TDZE	770
Chan 57		Apt Elev	770

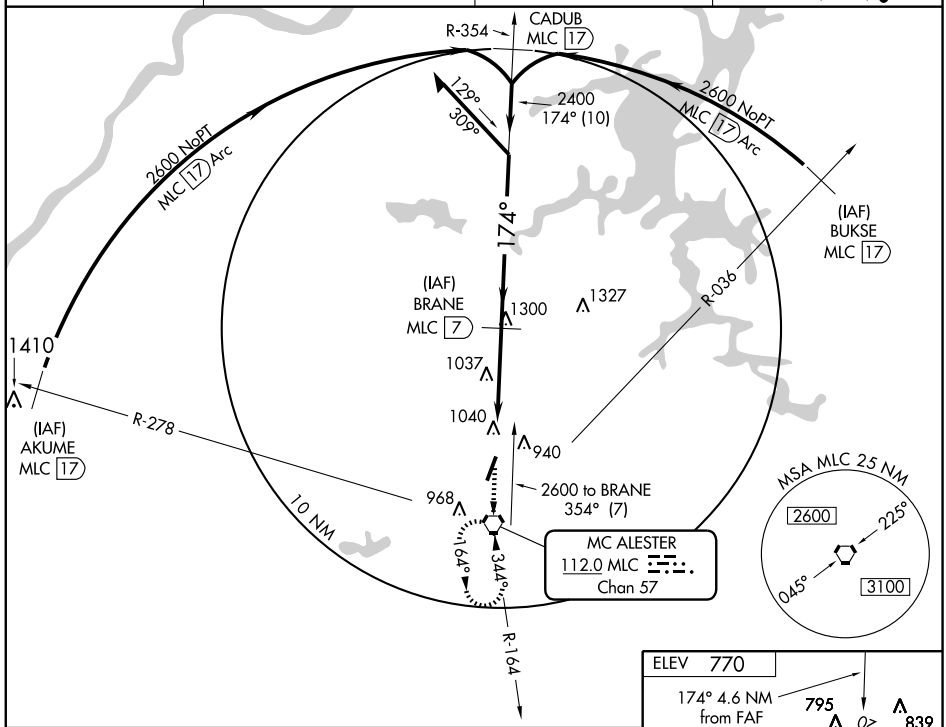
VOR/DME RWY 20

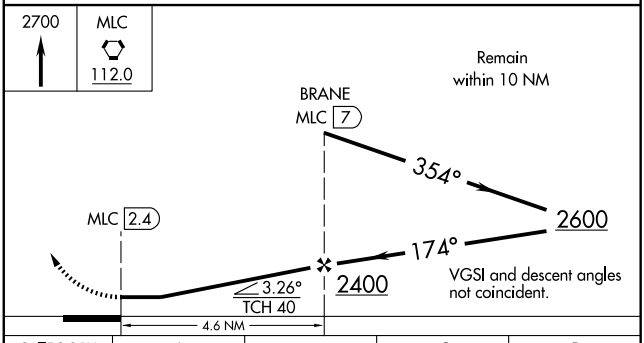
MC ALESTER RGNL (MLC)

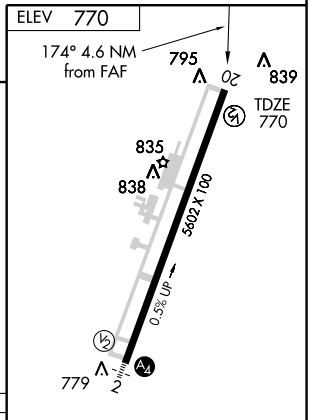
When local altimeter setting not received, use Ada Muni altimeter setting and increase all MDA 140 feet and S-20 Cats C and D visibility ½ mile, and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2700 direct MLC VORTAC and hold, continue climb-in hold to 2700.

ASOS	FORTH WORTH CENTER	MC ALESTER RADIO	UNICOM
135.125	132.2 338.35	122.65	122.95 (CTAF) L







CATEGORY	A	B	C	D
S-20	1340-1	570 (600-1)	1340-1½ 570 (600-1½)	1340-1¾ 570 (600-1¾)
CIRCLING	1400-1	630 (700-1)	1400-1¾ 630 (700-1¾)	1400-2 630 (700-2)

MIRL Rwy 2-20 L
REIL Rwy 20

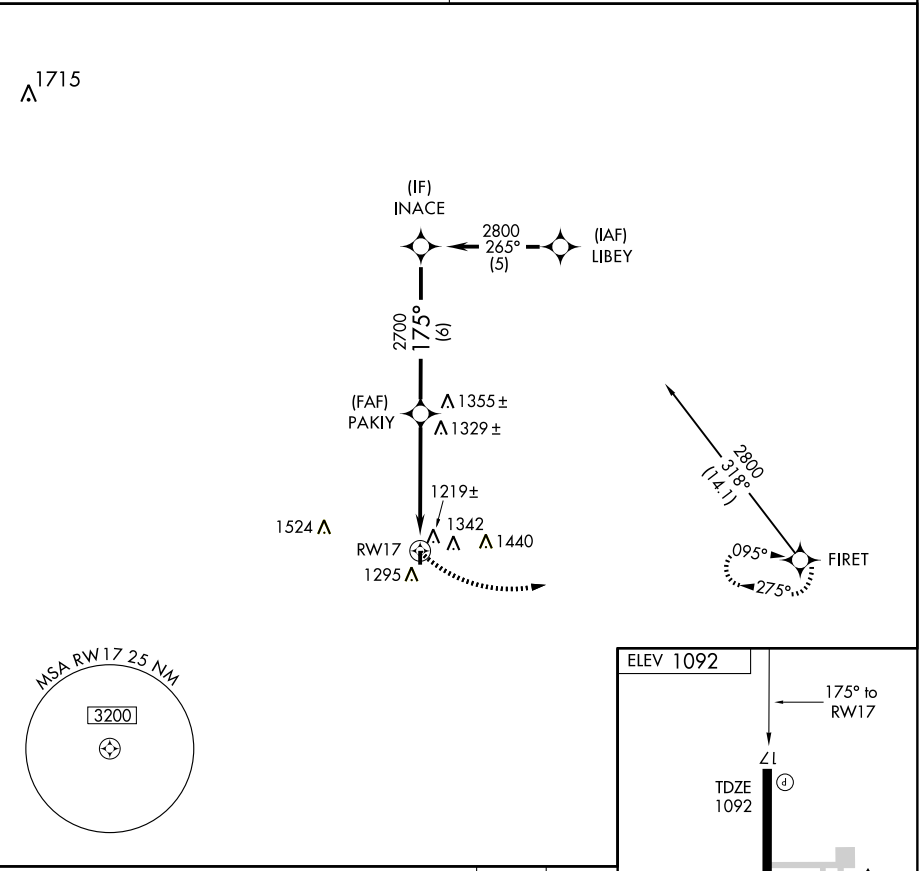
SC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3007
175°	TDZE	1092
	Apt Elev	1092

RNAV (GPS) RWY 17

MEDFORD MUNI (O53)

NA	MISSED APPROACH:
Use Ponca City Rgnl altimeter setting. Procedure NA at night. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	Climbing left turn to 5000 direct FIRET and hold.
VANCE APP CON★ 118.075 273.475	UNICOM 122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1680-1¼ 588 (600-1¼)		NA	
CIRCLING	1740-1¼ 648 (700-1¼)		NA	

MIRL Rwy 17-35 L

APP CRS	Rwy Idg	3007
355°	TDZE	1085
	Apt Elev	1092

RNAV (GPS) RWY 35

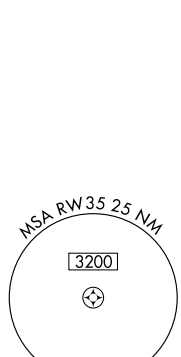
MEDFORD MUNI (O53)

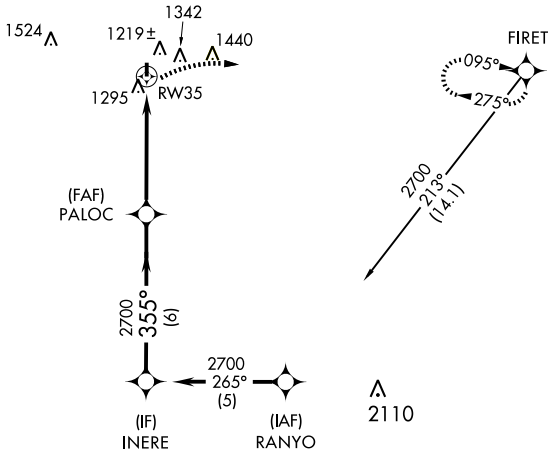
NA Use Ponca City Rgnl altimeter setting. Procedure NA at night. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 5000 direct FIRET and hold.

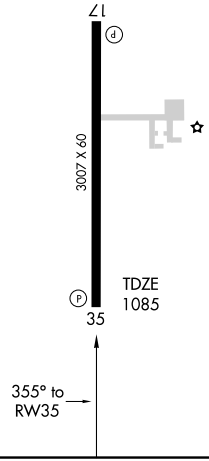
VANCE APP CON ★
118.075 273.475

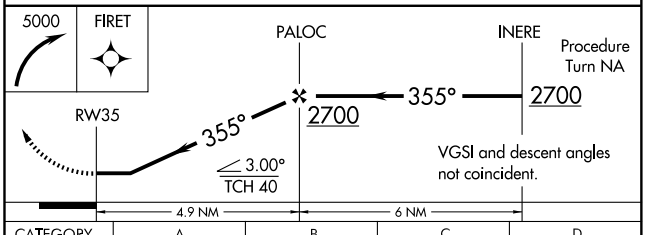
UNICOM
122.8 (CTAF) L





ELEV 1092 MIRL Rwy 17-35 L





CATEGORY	A	B	C	D
LNAV MDA	1680-1¼ 595 (600-1¼)		NA	
CIRCLING	1740-1¼ 648 (700-1¼)		NA	

SC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5020
175°	TDZE	808
	Apt Elev	808

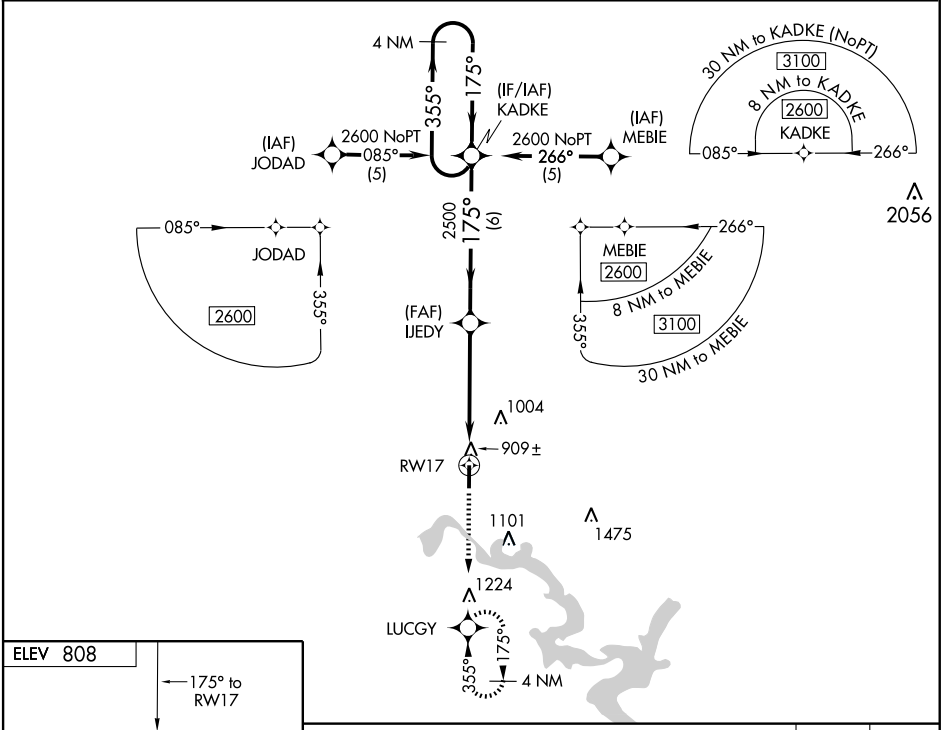
RNAV (GPS) RWY 17

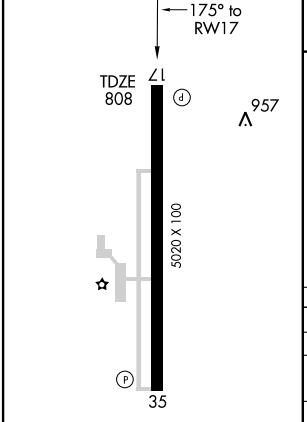
MIAMI MUNI (MIO)

NA Use Joplin Regional altimeter setting.
Baro VNAV NA.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

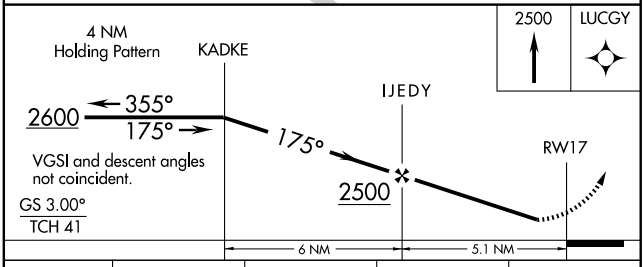
MISSED APPROACH: Climb to 2500 direct LUCGY WP and hold.

KANSAS CITY CENTER	UNICOM
132.9 279.5	122.8 (CTAF)





MIRL Rwy 17-35 L



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1240-1½ 432 (500-1½)			NA
LNAV MDA	1300-1 492 (500-1)		1300-1¼ 492 (500-1¼)	NA
CIRCLING	1340-1½ 532 (600-1½)			NA

SC-1, 14 JAN 2010 to 11 FEB 2010

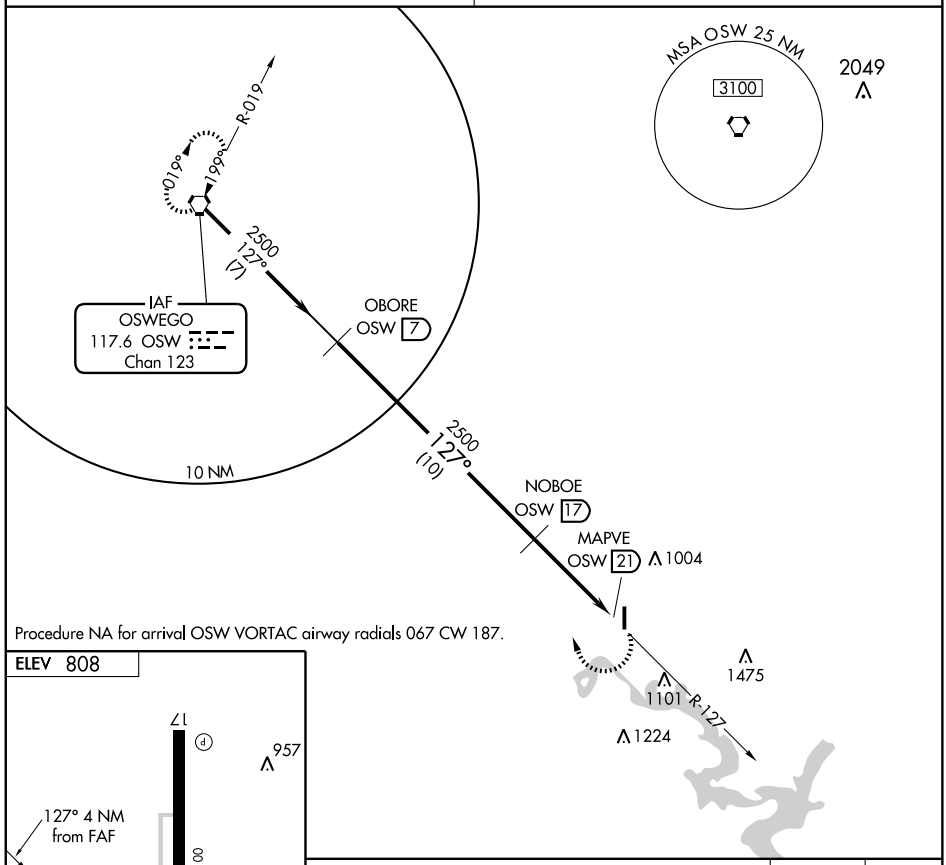
VORTAC OSW 117.6 Chan 123	APP CRS 127°	Rwy Idg N/A TDZE N/A Apt Elev 808

VOR/DME-A
MIAMI MUNI (MIO)

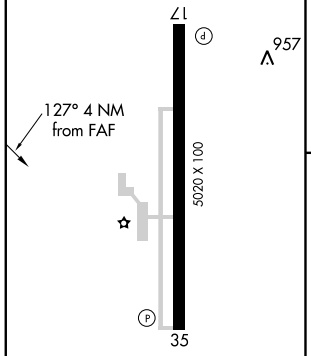
NA Use Joplin Regional altimeter setting.

MISSED APPROACH: Climbing right turn to 2500 via OSW R-127 to OSW VORTAC and hold.

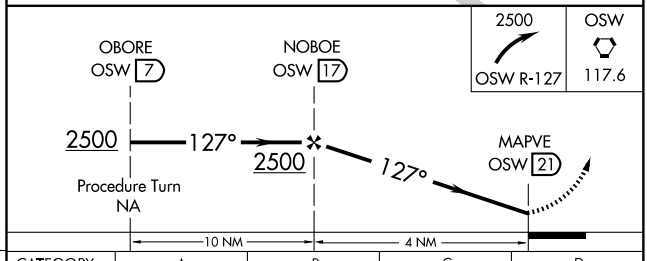
KANSAS CITY CENTER	UNICOM
132.9 279.5	122.8 (CTAF) L



ELEV 808



MIRL Rwy 17-35 L



Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	1340-1 532 (600-1)	1340-1¼ 532 (600-1¼)	1340-1½ 532 (600-1½)	NA

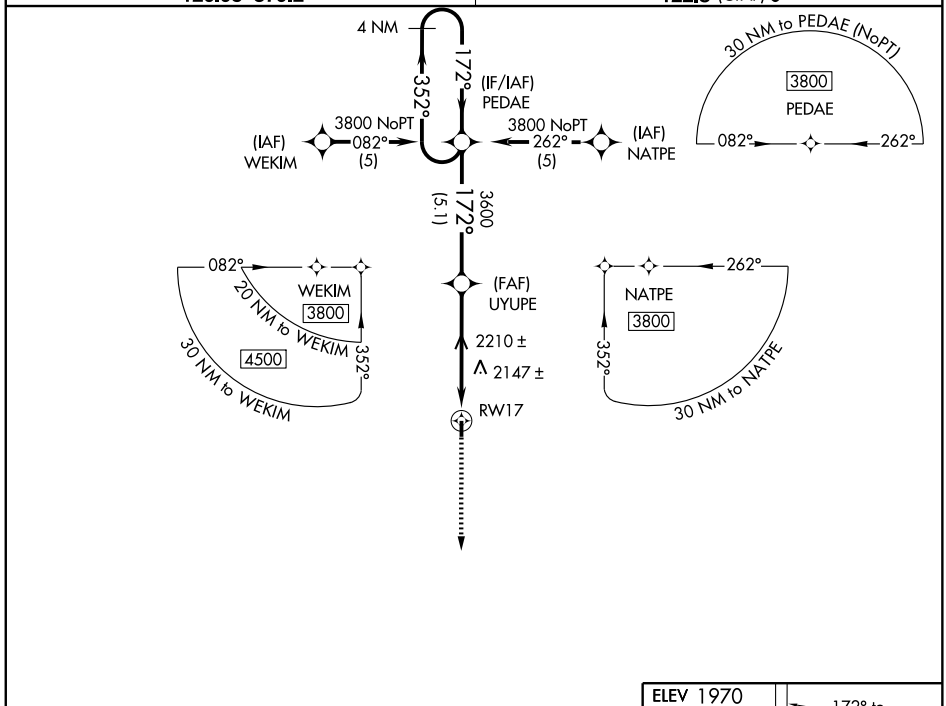
SC-1, 14 JAN 2010 to 11 FEB 2010

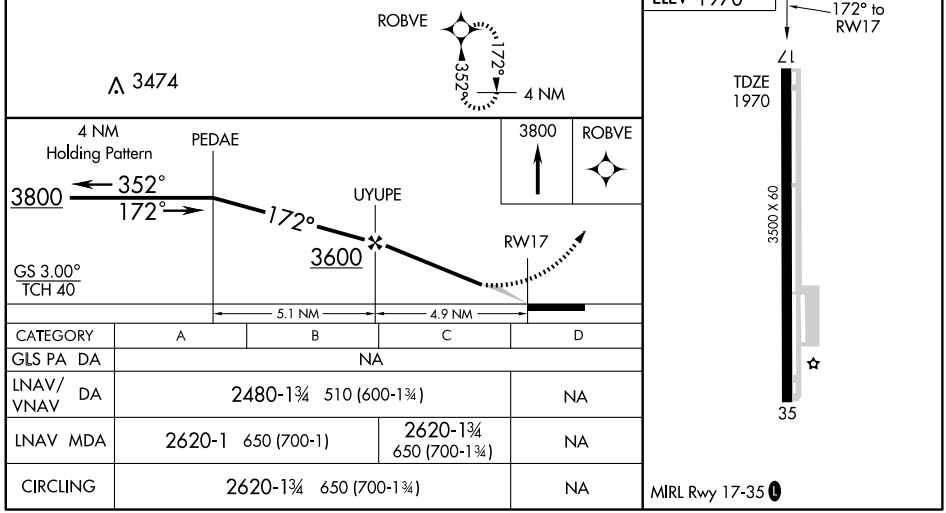
APP CRS	Rwy Idg	3500
172°	TDZE	1970
	Apt Elev	1970

RNAV (GPS) RWY 17

MOORELAND MUNI (MDF)

NA	Use Gage altimeter setting, if not received procedure NA. Baro-VNAV NA. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3800 direct ROBVE WP and hold.
	KANSAS CITY CENTER 126.95 379.2	UNICOM 122.8 (CTAF) L





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	2480-1¾ 510 (600-1¾)			NA
LNAV MDA	2620-1 650 (700-1)		2620-1¾ 650 (700-1¾)	NA
CIRCLING	2620-1¾ 650 (700-1¾)			NA

MIRL Rwy 17-35 L

SC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4498
039°	TDZE	611
	Apt Elev	611

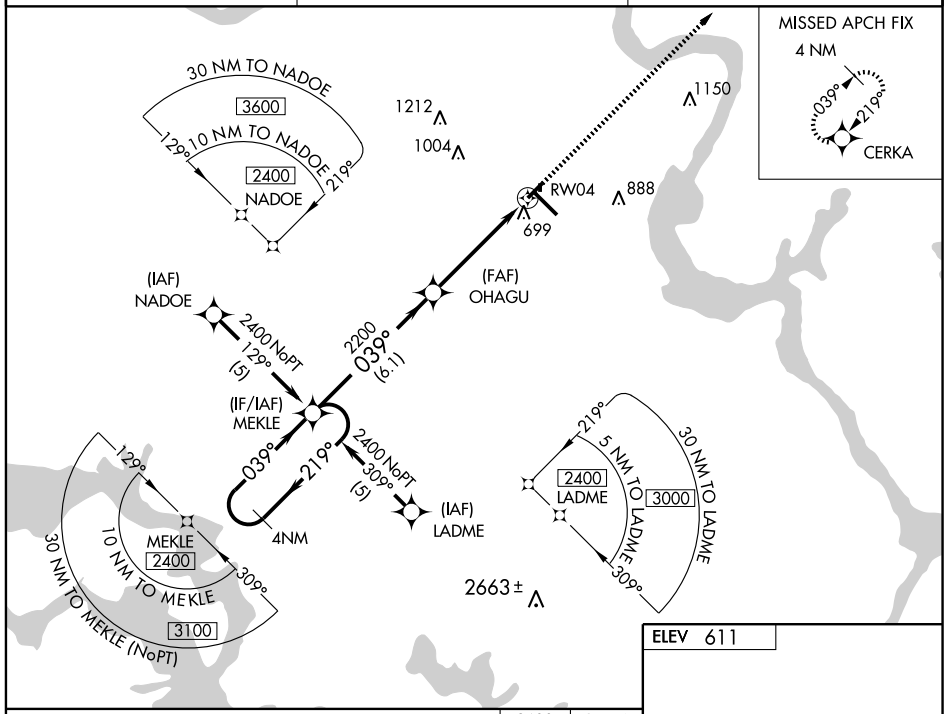
RNAV (GPS) RWY 4

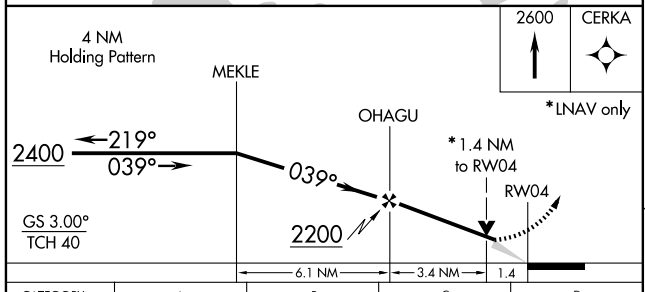
MUSKOGEE/DAVIS FIELD (MKO)

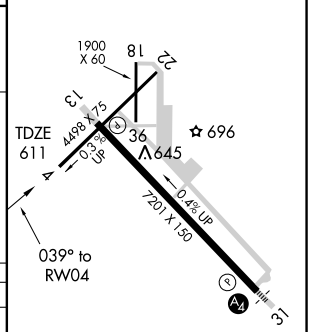
Straight-in minimums NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Tahlequah altimeter setting. When local altimeter setting not received, use Tahlequah altimeter setting and increase DA 92 feet and all visibilities ¼ mile, all MDA 100 feet, Cat C and D visibilities ¼ mile.

MISSED APPROACH: Climb to 2600 direct CERKA and hold.

ASOS	FORT WORTH CENTER	UNICOM
135.025	132.2 338.35	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV/ VNAV DA	1079-1¾ 468 (500-1¾)			
LNAV MDA	1080-1 469 (500-1)		1080-1¼ 469 (500-1¼)	1080-1½ 469 (500-1½)
CIRCLING	1120-1 509 (600-1)	1160-1 549 (600-1)	1180-1½ 569 (600-1½)	1200-2 589 (600-2)

MIRL Rwy 13-31 L

SC-1, 14 JAN 2010 to 11 FEB 2010

WAAS CH 70607 W13A	APP CRS 129°	Rwy Idg 7201 TDZE 607 Apt Elev 611

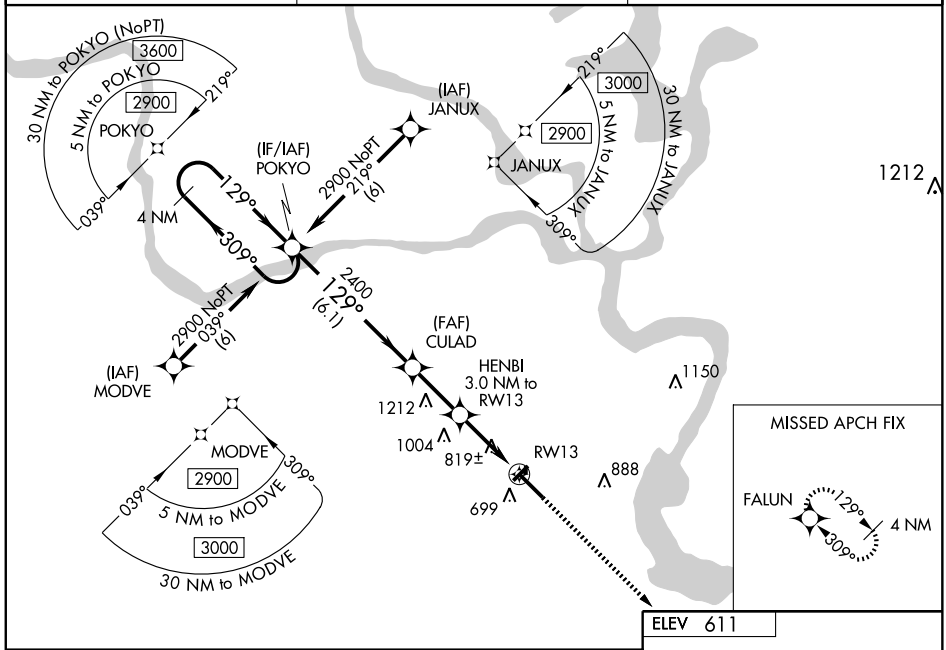
RNAV (GPS) RWY 13

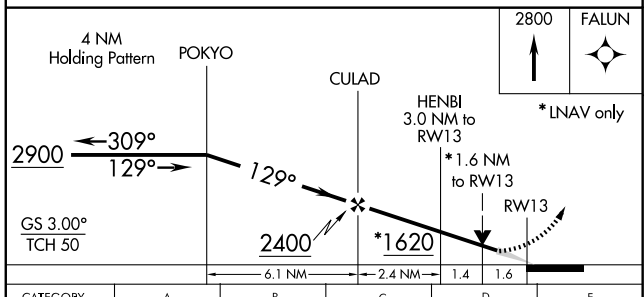
MUSKOGEE/DAVIS FIELD (MKO)

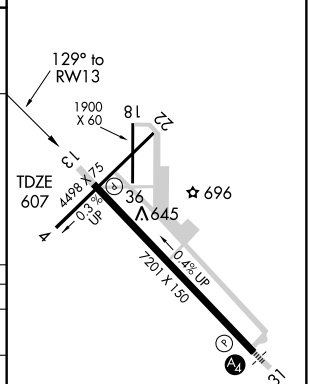
For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Tahlequah altimeter setting. When local altimeter setting not received, use Tahlequah altimeter setting and increase all DA 92 feet; increase LPV visibility ½ mile all Cats. Increase LNAV/VNAV visibility ¼ mile all Cats, increase all MDA 100 feet and LNAV Cat C/D/E visibility ½ mile, Circling visibility Cat C/D ¼ mile.

MISSED APPROACH: Climb to 2800 direct FALUN and hold.

ASOS	FORT WORTH CENTER	UNICOM
135.025	132.2 338.35	122.8 (CTAF) L







CATEGORY	A	B	C	D	E
LPV DA	857-¾ 250 (300-¾)				
LNAV/ VNAV DA	1142-2 535 (600-2)				
LNAV MDA	1180-1 573 (600-1)		1180-1½ 573 (600-1½)	1180-1¾ 573 (600-1¾)	1180-2 573 (600-2)
CIRCLING	1180-1 569 (600-1)		1180-1½ 569 (600-1½)	1200-2 589 (600-2)	1580-3 969 (1000-3)

MIRL Rwy 13-31 L

SC-1, 14 JAN 2010 to 11 FEB 2010

MUSKOGEE, OKLAHOMA

AL-623 (FAA)

APP CRS	Rwy Idg	4498
219°	TDZE	597
	Apt Elev	611

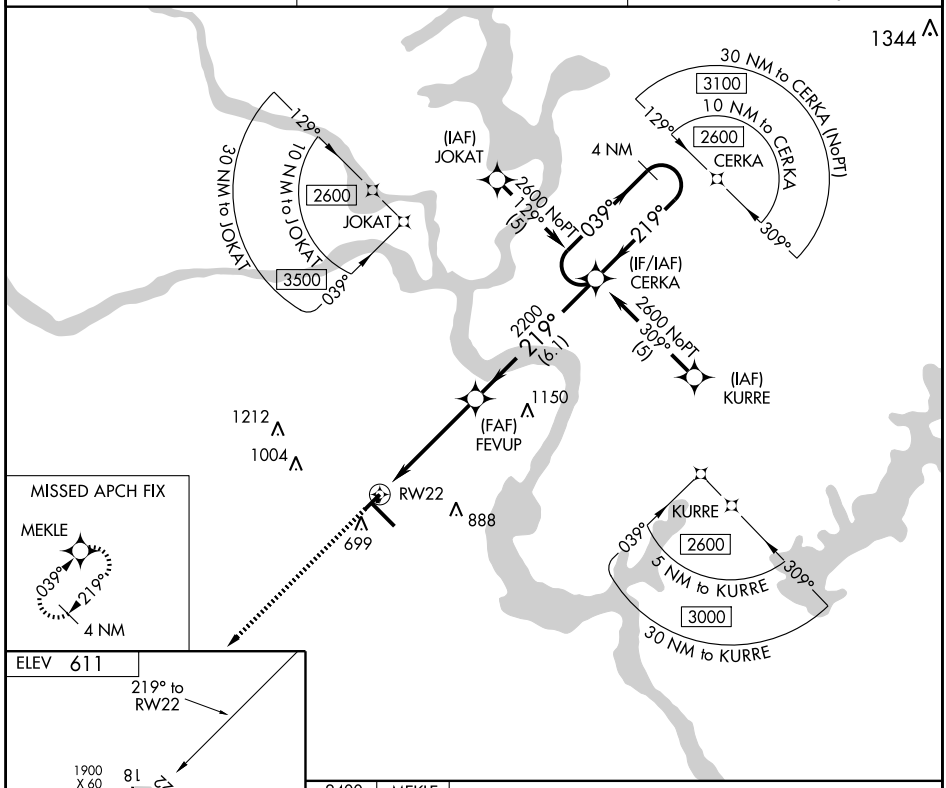
RNAV (GPS) RWY 22

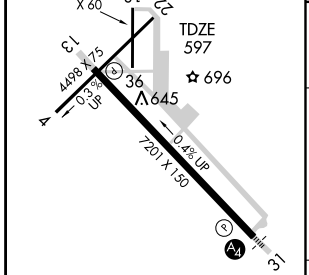
MUSKOGEE/ DAVIS FIELD (MKO)

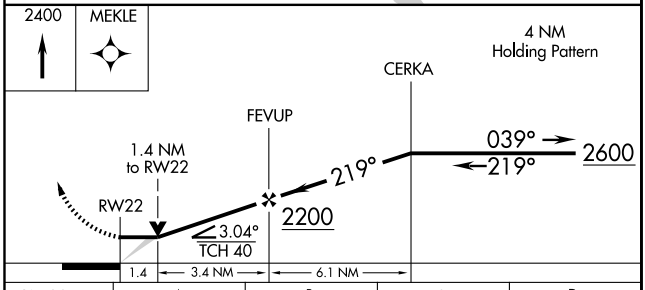
Straight-in minimums NA at night. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Tahlequah altimeter setting and increase all MDA 100 feet, increase LNAV Cat C visibility ¼ mile, Cat D visibility ½ mile, increase circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2400 direct MEKLE and hold.

ASOS	FORT WORTH CENTER	UNICOM
135.025	132.2 338.35	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1100-1	503 (500-1)	1100-1½	503 (500-1½)
CIRCLING	1120-1 509 (600-1)	1160-1 549 (600-1)	1180-1½ 569 (600-1½)	1200-2 589 (600-2)

MIRL Rwy 13-31 L

SC-1, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	7201
CH 42807	309°	TDZE	593
W31B		Apt Elev	611

RNAV (GPS) RWY 31

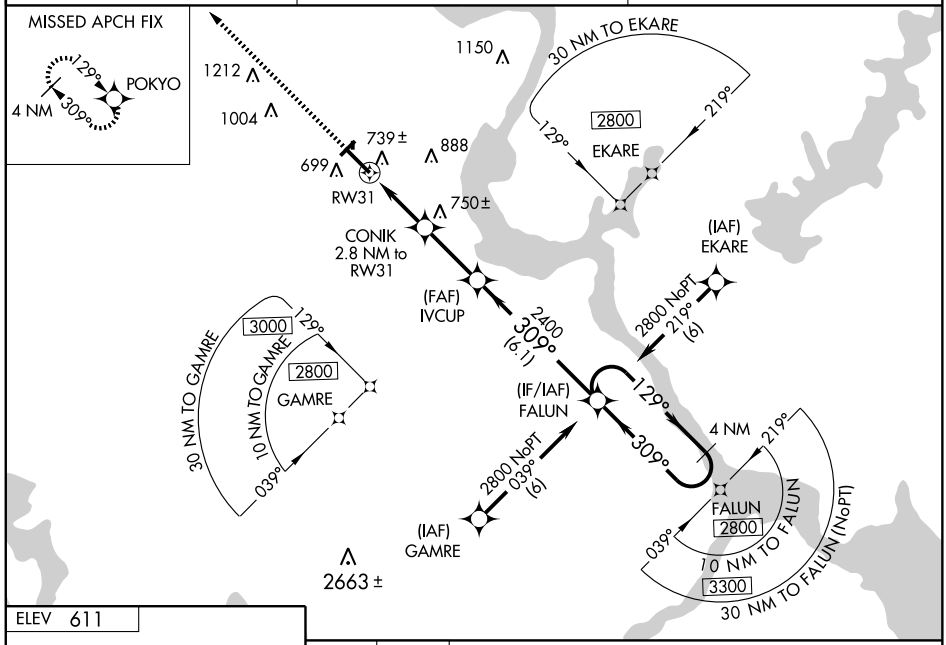
MUSKOGEE/ DAVIS FIELD (MKO)

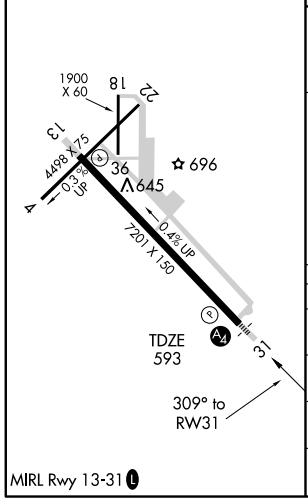
For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). Baro-VNAV and VDP NA when using Tahlequah altimeter setting. When local altimeter setting not received, use Tahlequah altimeter setting and increase all DA 92 feet, visibilities ¼ mile; increase all MDA 100 feet, LNAV visibilities Cat C/D/E ¼ mile, and Circling Cat C ¼ mile. Inoperative table does not apply to LNAV/VNAV Cat A/B/C and LNAV Cat C.

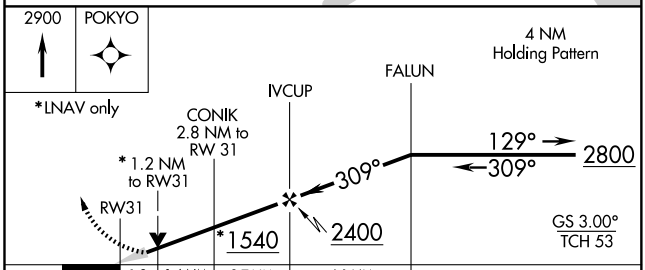
MALS

MISSED APPROACH: Climb to 2900 direct POKYO and hold.

ASOS	FORT WORTH CENTER	UNICOM
135.025	132.2 338.35	122.8 (CTAF) L







CATEGORY	A	B	C	D	E
LPV DA	843-1 250 (300-1)				
LNAV/ VNAV DA	1139-2 546 (600-2)				
LNAV MDA	1000-¾ 407 (400-¾)		1000-1¼ 407 (400-1¼)		1000-1½ 407 (400-1½)
CIRCLING	1120-1 509 (600-1)	1160-1 549 (600-1)	1180-1½ 569 (600-1½)	1200-2 589 (600-2)	1580-3 969 (1000-3)

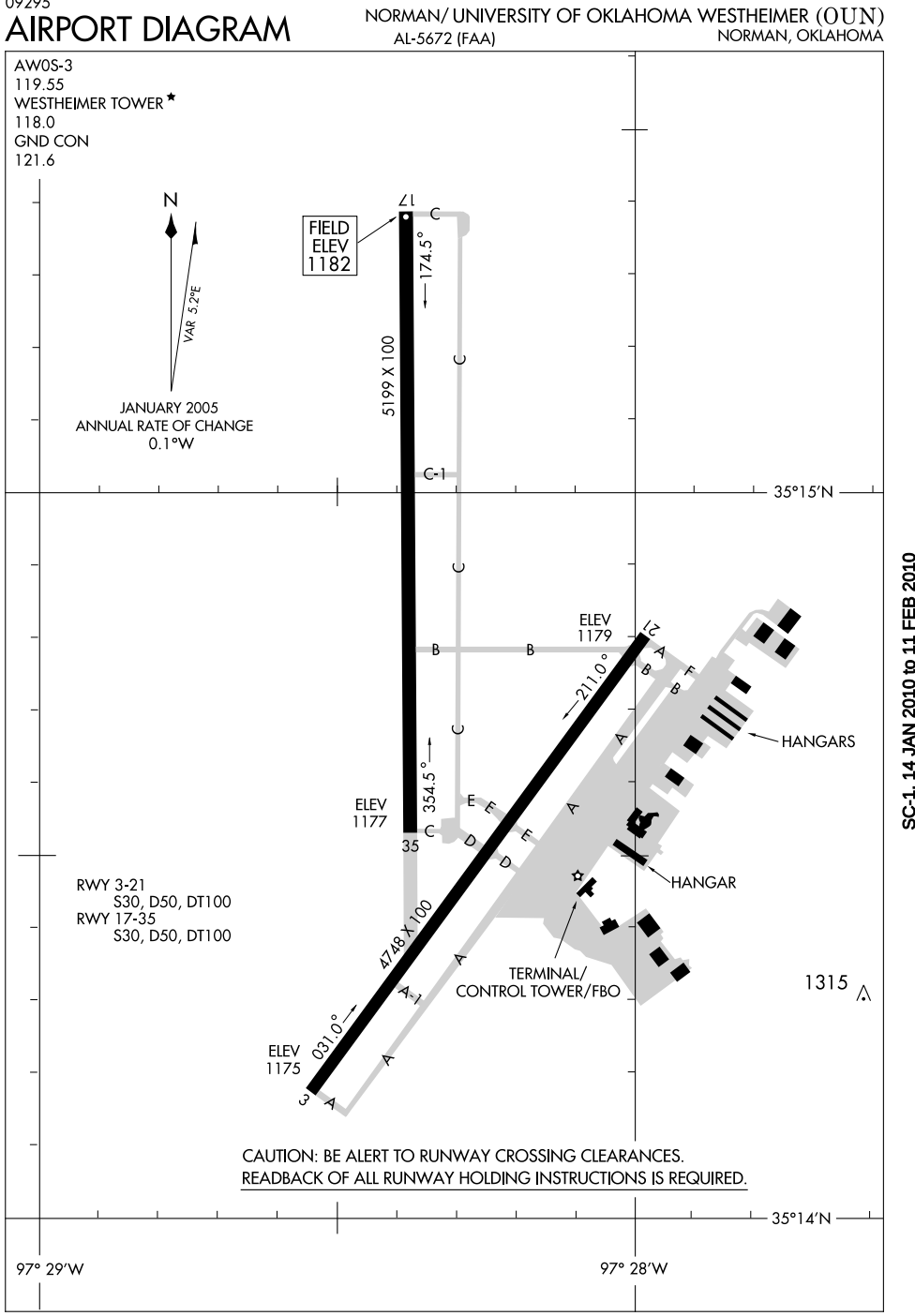
SC-1, 14 JAN 2010 to 11 FEB 2010

09295

AIRPORT DIAGRAM

NORMAN/ UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)
AL-5672 (FAA)
NORMAN, OKLAHOMA

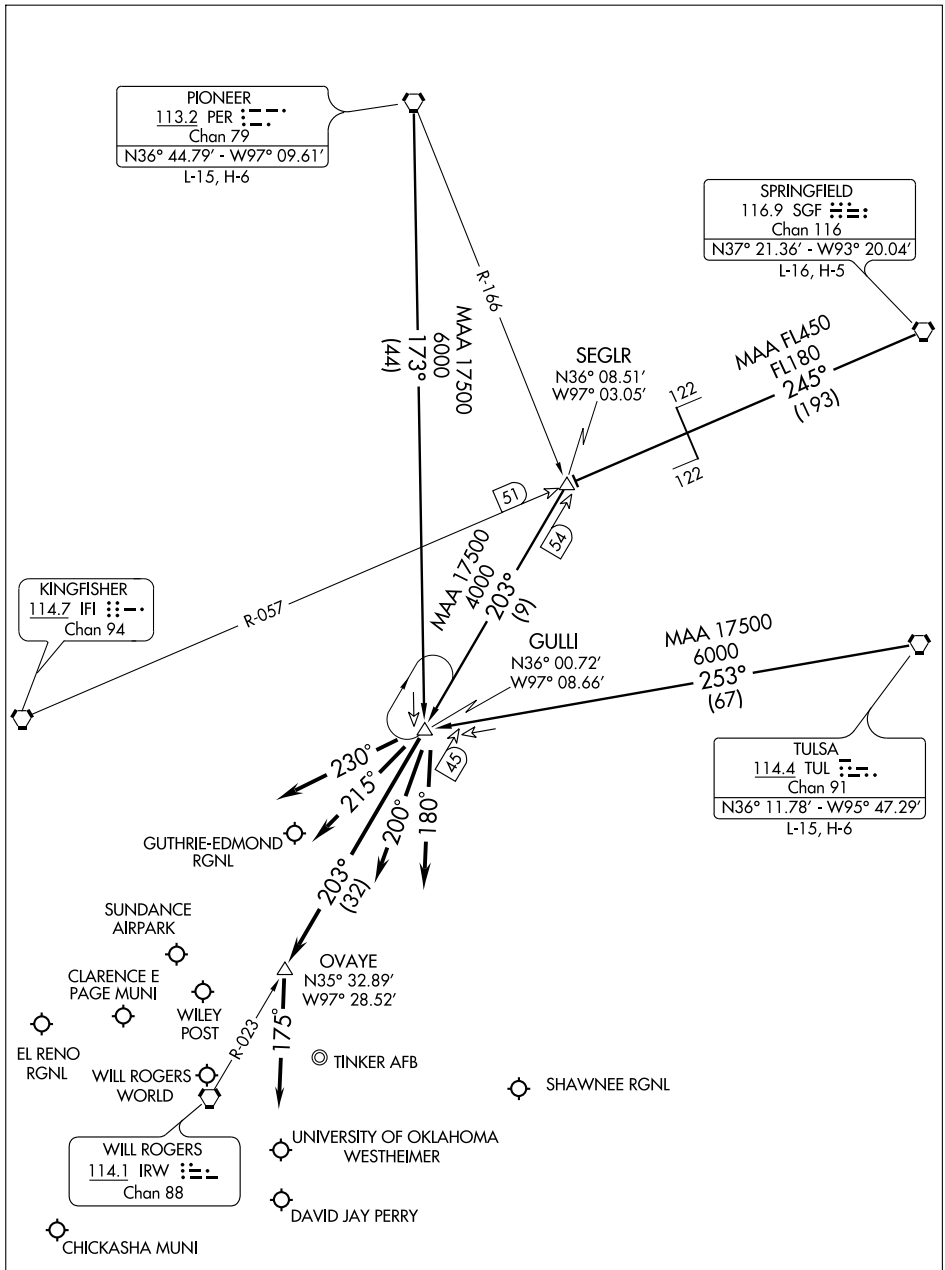
AW0S-3
119.55
WESTHEIMER TOWER ★
118.0
GND CON
121.6



SC-1, 14 JAN 2010 to 11 FEB 2010

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA



NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

GULLI ONE ARRIVAL (GULLI.GULLI1)

ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .
SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .
TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

SC-1, 14 JAN 2010 to 11 FEB 2010

NORMAN, OKLAHOMA

AL-5672 (FAA)

LOC/DME I-BWM	APP CRS	Rwy Idg	5199
111.95	173°	TDZE	1182
Chan 56 (Y)		Apt Elev	1182

ILS or LOC RWY 17

NORMAN/ UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

If local altimeter setting not received, use Will Rogers altimeter setting and increase DA to 1423 feet; increase all MDAs 60 feet. VDP NA with Will Rogers altimeter setting. Circling not authorized southeast of Rwy 3-21.

MALSR

MISSED APPROACH: Climbing right turn to 3000 via heading 185° and IRW VORTAC R-155 toWETIX/IRW 22.4 DME and hold.

AWOS-3	OKE CITY APP CON	WESTHEIMER TOWER ★	GND CON	UNICOM
119.55	120.45 288.325	118.0 (CTAF)	121.6	122.95

DME REQUIRED

2749 353° (IAF) OVAYE I-BWM 18.8

4000 173° (5.5)

(IF) PEDIY INT I-BWM 13.3

10 NM

R-023

R-041

WILL ROGERS 114.1 IRW Chan 88

3000 173° (6.5)

1953

R-089

RIBPO INT I-BWM 6.8

1379±

1575

NORMAN 260 OUN

2006

1331

LOCALIZER 111.95 I-BWM Chan 56 (Y)

1332 1332

300° 183°

1322

2049

R-155

MSA IRW 2.5 NM

3800

140° 230°

3300

MISSED APCH FIX

IRW 114.1 Chan 88

R-155 155° 335°

WETIX IRW 22.4

PEDIY INT VGSI and ILS glidepath not coincident.

I-BWM 13.3

4000

173°

Procedure Turn NA

GS 3.00° TCH 51

RIBPO INT I-BWM 6.8

3000

3000

I-BWM 2.6

I-BWM 1.3

6.5 NM 4.2 NM 1.3

3000 HDG 185°

IRW R-155

WETIX IRW 22.4

ELEV 1182

MIRL Rwys 3-21 and 17-35 (L)

REIL Rwy 35

173° 5.5 NM from FAF

1196

TDZE 1182

5199 X 100

1202

21

35

4748 X 100

1315

3

CATEGORY	A	B	C	D
S-ILS 17	1382-½ 200 (200-½)			
S-LOC 17	1680-½ 498 (500-½)		1680-¾ 498 (500-¾)	1680-1 498 (500-1)
CIRCLING	1680-1 498 (500-1)		1680-1½ 498 (500-1½)	1740-2 558 (600-2)

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SC-1, 14 JAN 2010 to 11 FEB 2010

LOC I-PHY 111.1 Chan 48	APP CRS 029°	Rwy Idg 4748 TDZE 1177 Apt Elev 1182

LOC RWY 3

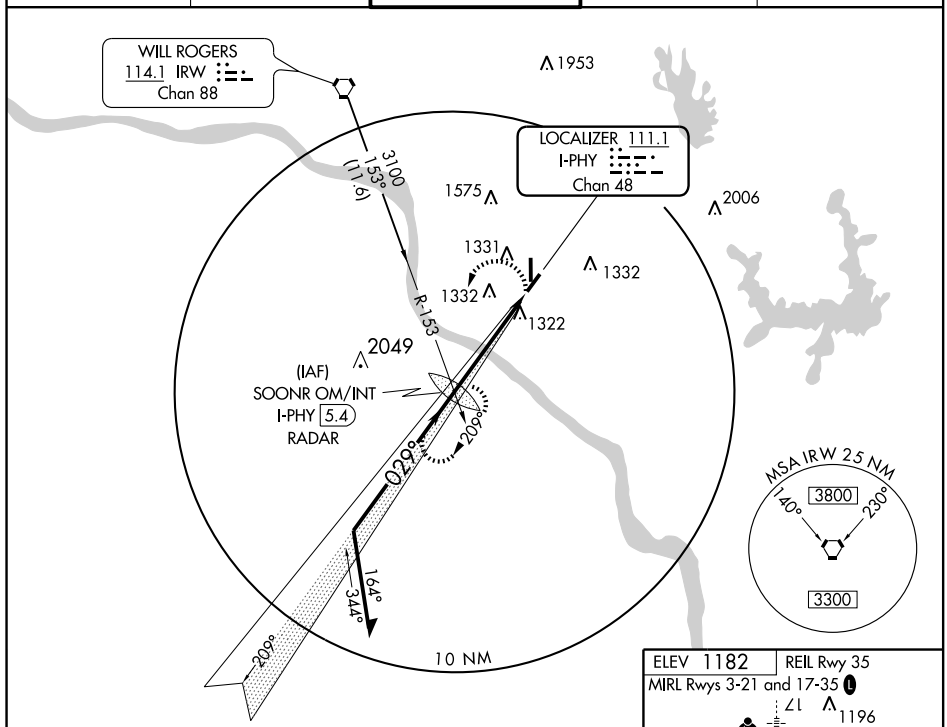
NORMAN/UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

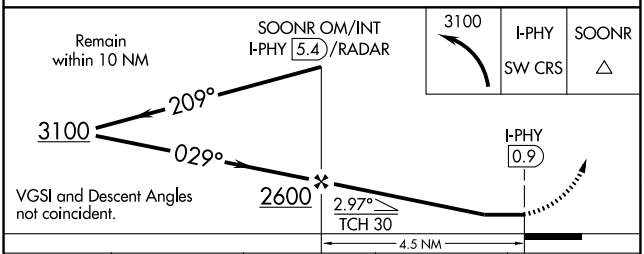
V NA — If local altimeter setting not received, use Will Rogers altimeter setting and increase all MDAs 60 feet. Inoperative table does not apply to Cat. C. Circling not authorized southeast of Rwy 3-21.

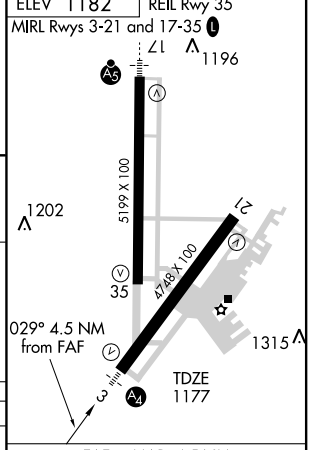
MALS

MISSED APPROACH: Climbing left turn to 3100 via I-PHY SW course to SOONR Int and hold.

AWOS-3	OKE CITY APP CON	WESTHEIMER TOWER★	GND CON	UNICOM
119.55	120.45 288.325	118.0 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
S-3	1580- ¾ 403 (400- ¾)		1580-1¼ 403 (400-1¼)	
CIRCLING	1640-1 458 (500-1)	1660-1 478 (500-1)	1660-1½ 478 (500-1½)	1740-2 559 (600-2)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SC-1, 14 JAN 2010 to 11 FEB 2010

NDB OUN	APP CRS	Rwy Idg	4748
260	020°	TDZE	1177
		Apt Elev	1182

NDB RWY 3

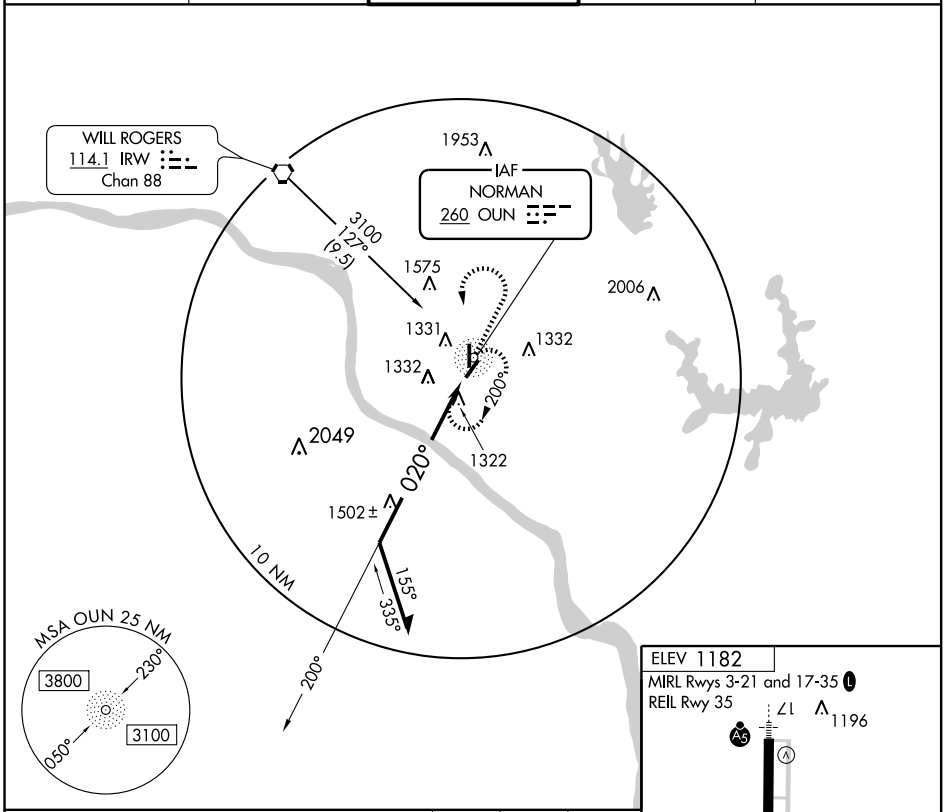
NORMAN/ UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

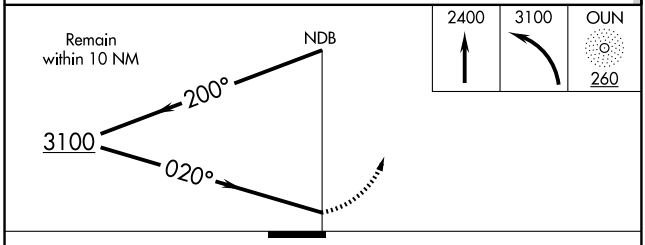
If local altimeter setting not received, use Will Rogers altimeter setting and increase all MDAs 60 feet. Circling NA southeast of Rwy 3-21. Inoperative table does not apply to Cat C. Visibility reduction by helicopters NA.

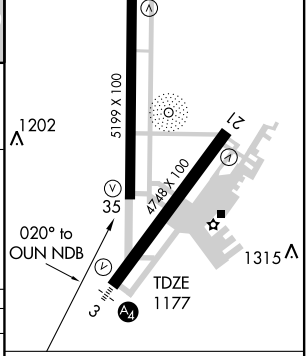
MALS

MISSED APPROACH: Climb to 2400 then climbing left turn to 3100 direct OUN NDB and hold.

AWOS-3	OKE CITY APP CON	WESTHEIMER TOWER★	GND CON	UNICOM
119.55	120.45 288.325	118.0 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
S-3	1860-¾ 683 (700-¾)		1860-2 683 (700-2)	1860-2¼ 683 (700-2¼)
CIRCLING	1860-1 678 (700-1)		1860-2 678 (700-2)	1860-2¼ 678 (700-2¼)

Knots	60	90	120	150	180
Min:Sec					

SC-1, 14 JAN 2010 to 11 FEB 2010

NDB OUN	APP CRS	Rwy Idg	5199
260	003°	TDZE	1182
		Apt Elev	1182

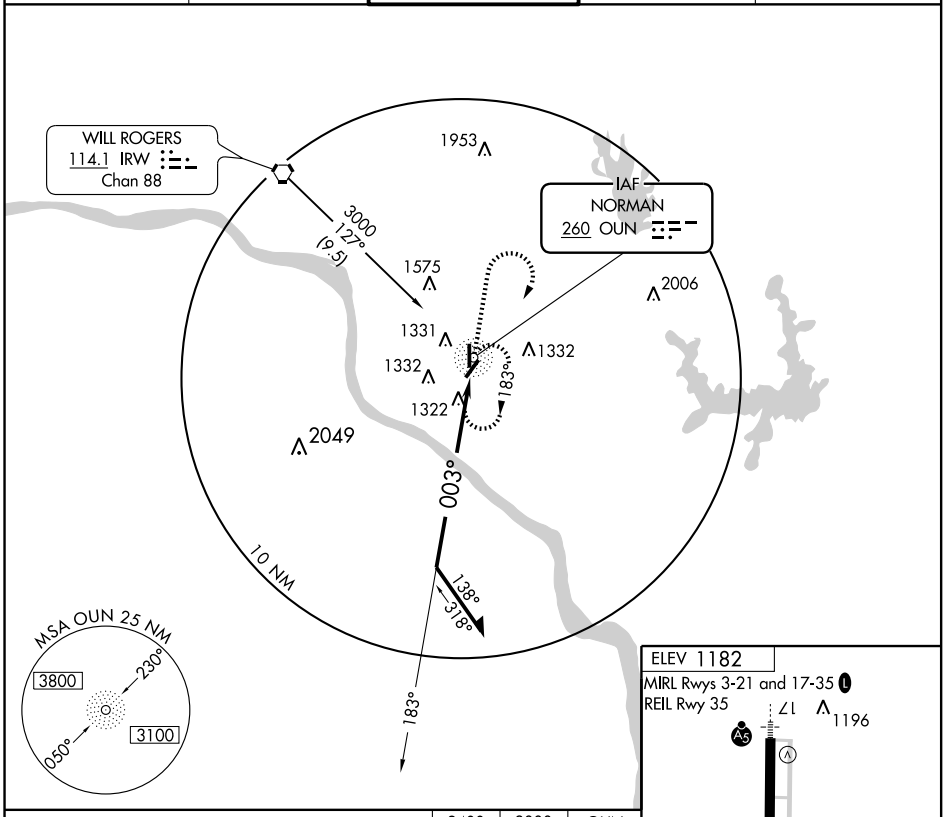
NDB RWY 35

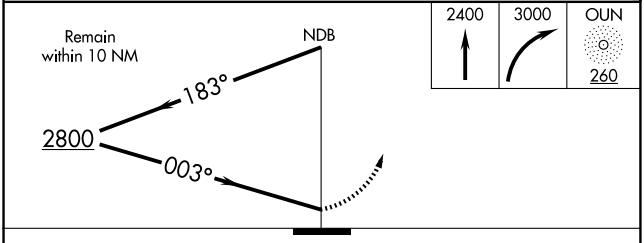
NORMAN/ UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

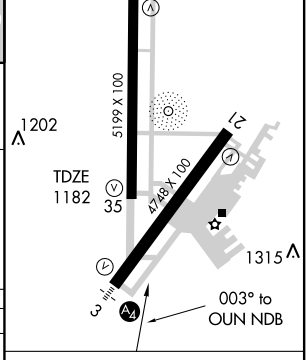
If local altimeter setting not received, use Will Rogers altimeter setting and increase all MDAs 60 feet. Circling not authorized southeast of Rwy 3-21.

MISSED APPROACH: Climb to 2400 then climbing right turn to 3000 direct NORMAN OUN NDB and hold.

AWOS-3	OKE CITY APP CON	WESTHEIMER TOWER ★	GND CON	UNICOM
119.55	120.45 288.325	118.0 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
S-35	1860-1	678 (700-1)	1860-2 678 (700-2)	1860-2¼ 678 (700-2¼)
CIRCLING	1860-1	678 (700-1)	1860-2 678 (700-2)	1860-2¼ 678 (700-2¼)

Knots	60	90	120	150	180
Min:Sec					

SC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4748
029°	TDZE	1177
	Apt Elev	1182

RNAV (GPS) RWY 3

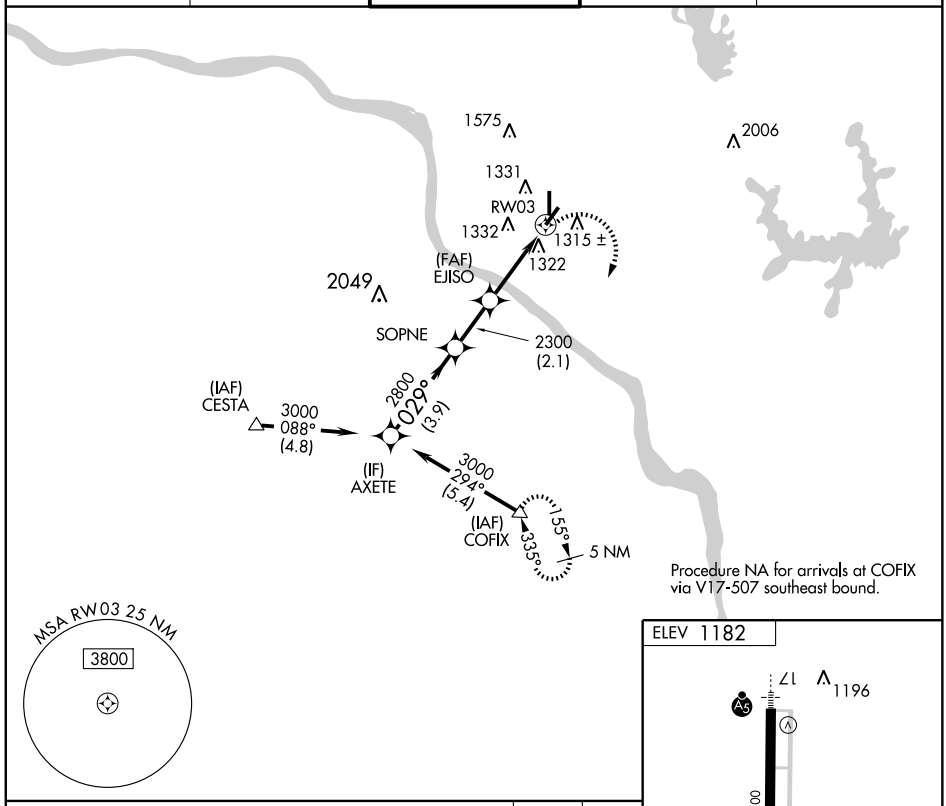
NORMAN/ UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

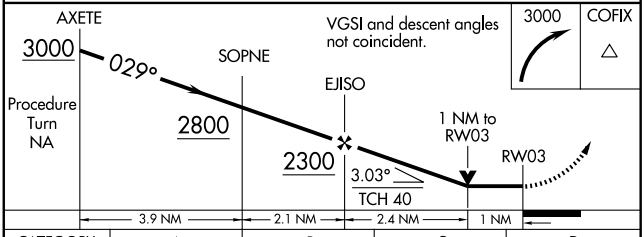
Inoperative table does not apply to LNAV Cat C. Circling NA southeast of Rwys 3 and 21. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Will Rogers altimeter setting and increase all MDA 60 feet.

MALS

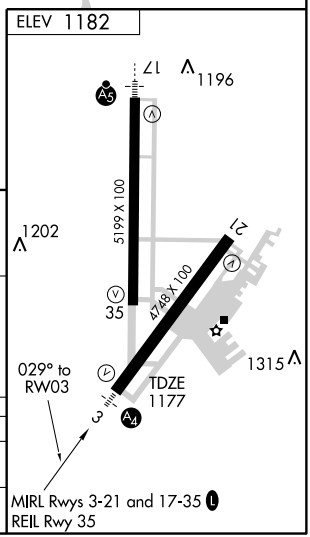
MISSED APPROACH: Climbing right turn to 3000 direct COFIX and hold.

AWOS-3	OKE CITY APP CON	WESTHEIMER TOWER★	GND CON	UNICOM
119.55	120.45 288.325	118.0 (CTAF) L	121.6	122.95





CATEGORY	A	B	C	D
LNAV MDA	1580-¾ 403 (400-¾)		1580-1¼ 403 (400-1¼)	
CIRCLING	1640-1 458 (500-1)	1660-1 478 (500-1)	1660-1½ 478 (500-1½)	1740-2 558 (600-2)



NORMAN, OKLAHOMA

AL-5672 (FAA)

WAAS CH 58302 W17A	APP CRS 173°	Rwy Idg 5199 TDZE 1182 Apt Elev 1182

RNAV (GPS) RWY 17

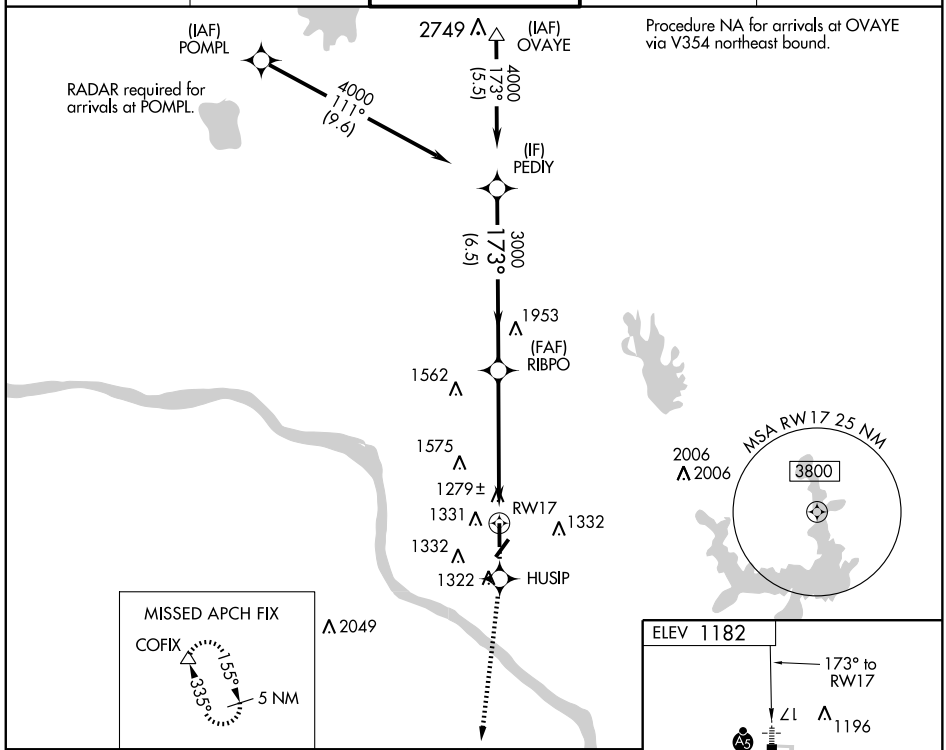
NORMAN/ UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

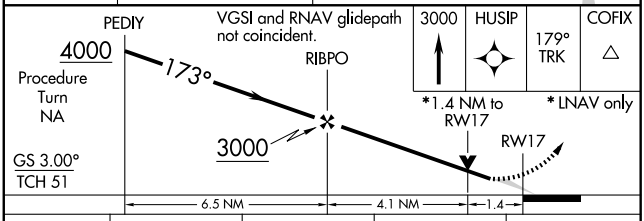
If local altimeter setting not received, use Will Rogers altimeter setting and increase all DAs 41 feet, increase all MDAs 60 feet. BARO-VNAV NA when using Will Rogers altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (116°F). VDP NA when using Will Rogers altimeter setting. Circling NA southeast of Rwy 3-21. DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV all Cats visibility to 1.

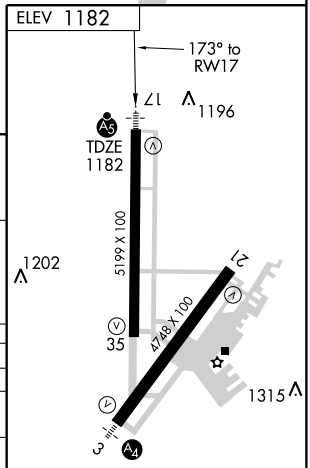
MALSR

MISSED APPROACH: Climb to 3000 direct HUSIP and via 179° track to COFIX and hold.

AWOS-3	OKE CITY APP CON	WESTHEIMER TOWER★	GND CON	UNICOM
119.55	120.45 288.325	118.0 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
LPV DA	1506-½ 324 (400-½)			
LNAV/VNAV DA	1552-¾ 370 (400-¾)			
LNAV MDA	1720-½ 538 (600-½)		1720-1 538 (600-1)	1720-1¼ 538 (600-1¼)
CIRCLING	1720-1 538 (600-1)		1720-1½ 538 (600-1½)	1740-2 558 (600-2)

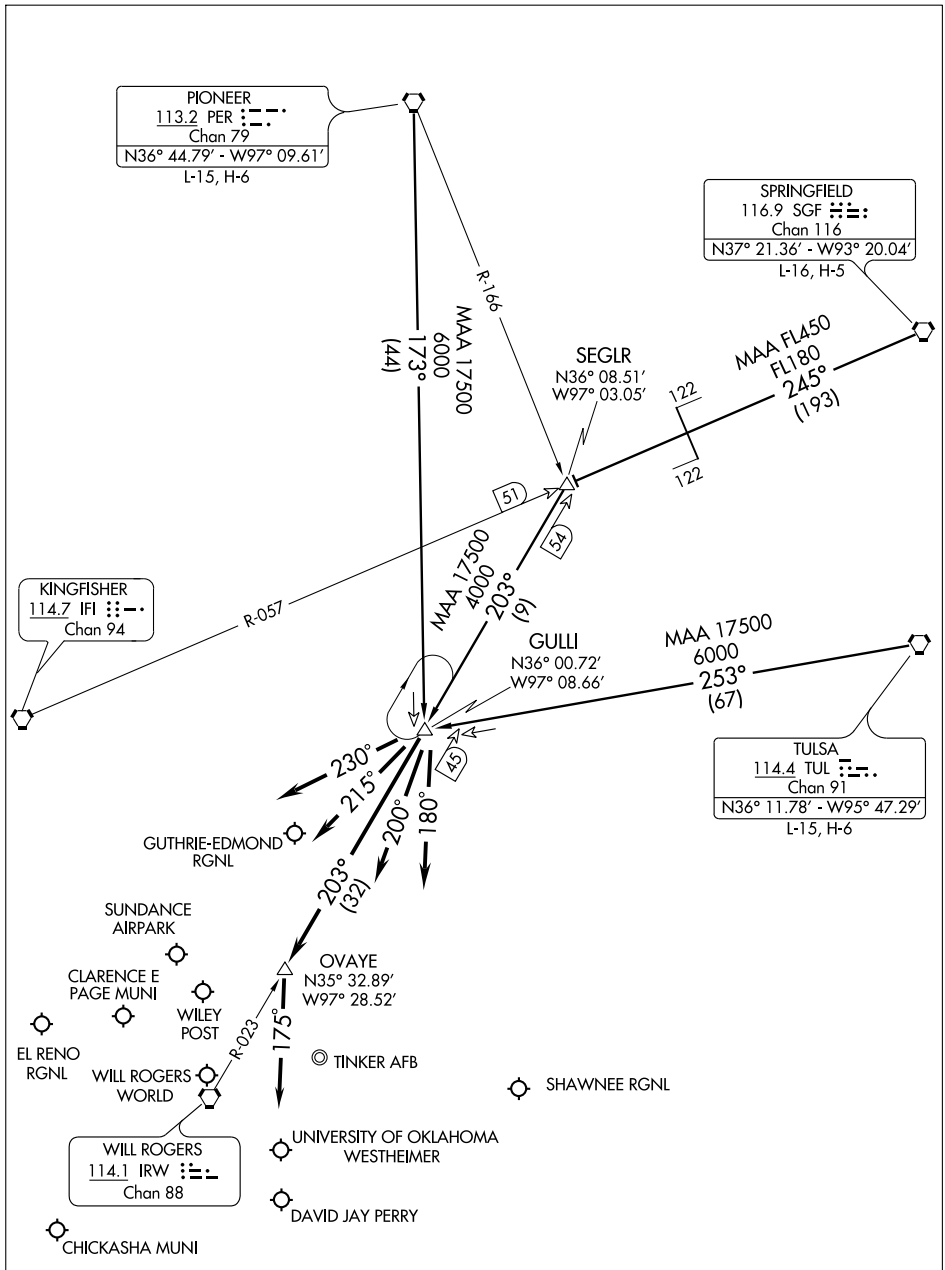
MIRL Rwys 3-21 and 17-35 L

REIL Rwy 35

SC-1, 14 JAN 2010 to 11 FEB 2010

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA



NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

GULLI ONE ARRIVAL (GULLI.GULLI1)

ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .
SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .
TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

SC-1, 14 JAN 2010 to 11 FEB 2010

LOC I-HSD	APP CRS	Rwy Idg	5001
109.9	168°	TDZE	1178
		Apt Elev	1193

LOC RWY 17

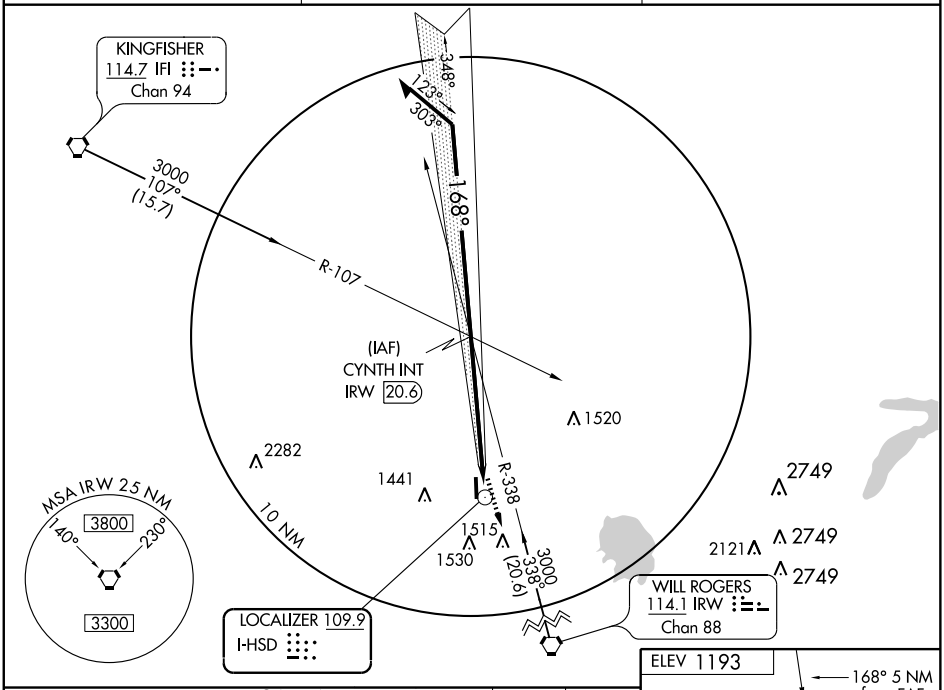
OKLAHOMA CITY/ SUNDANCE AIRPARK (HSD)

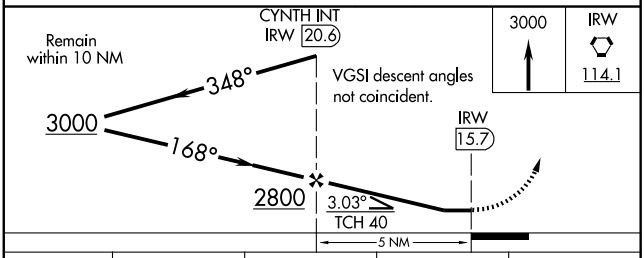
Use Wiley Post altimeter setting.

NA

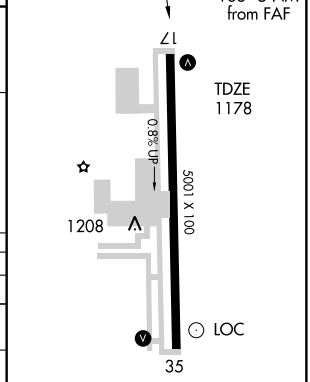
MISSED APPROACH: Climb to 3000 direct IRW VORTAC.

OKE CITY APP CON	CLNC DEL	UNICOM
124.6 266.8	123.7	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-17	1500-1 322 (400-1)			NA
CIRCLING	1740-1 547 (600-1)	1780-1 587 (600-1)	1780-1½ 587 (600-1½)	NA



MIRL Rwy 17-35 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SC-1, 14 JAN 2010 to 11 FEB 2010

OKLAHOMA CITY, OKLAHOMA AL-6749 (FAA)

APP CRS	Rwy ldg	5001
171°	TDZE	1178
	Apt Elev	1193

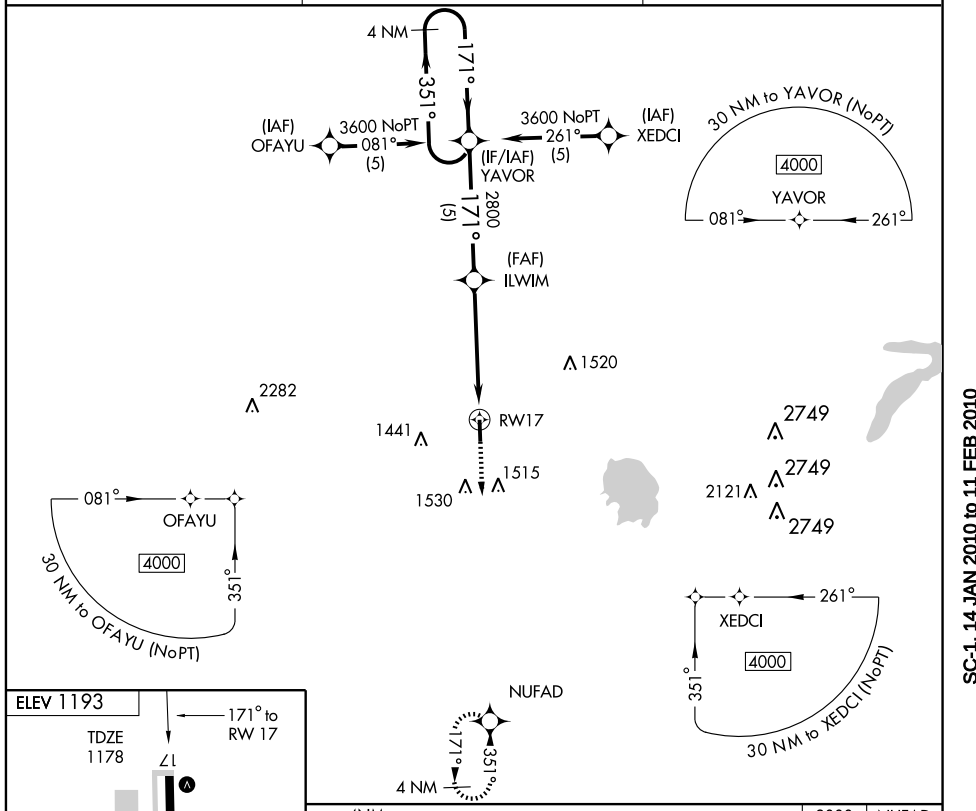
RNAV (GPS) RWY 17

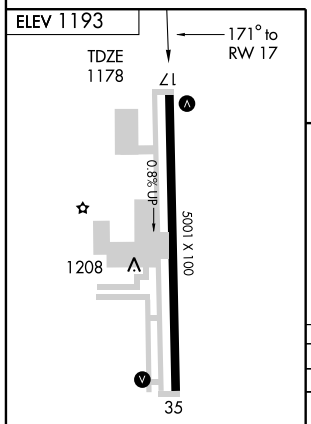
OKLAHOMA CITY/ SUNDANCE AIRPARK (HSD)

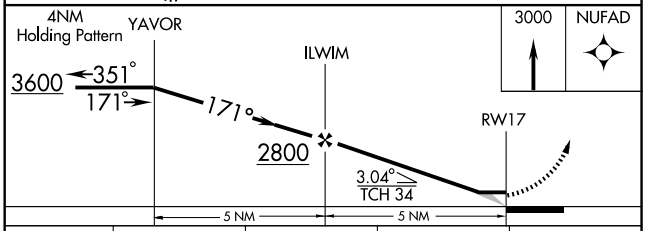
NA Use Wiley Post altimeter setting. GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct NUFAD and hold.

OKE CITY APP CON	CLNC DEL	UNICOM
124.6 266.8	123.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/ VNAV DA	NA			
LNAV MDA	1600-1 422 (500-1)		1600-1¼ 422 (500-1¼)	NA
CIRCLING	1740-1 547 (600-1)	1780-1 587 (600-1)	1780-1½ 587 (600-1½)	NA

MIRL Rwy 17-35 L

SC-1, 14 JAN 2010 to 11 FEB 2010

OKLAHOMA CITY, OKLAHOMA AL-6749 (FAA)

RNAV (GPS) RWY 35

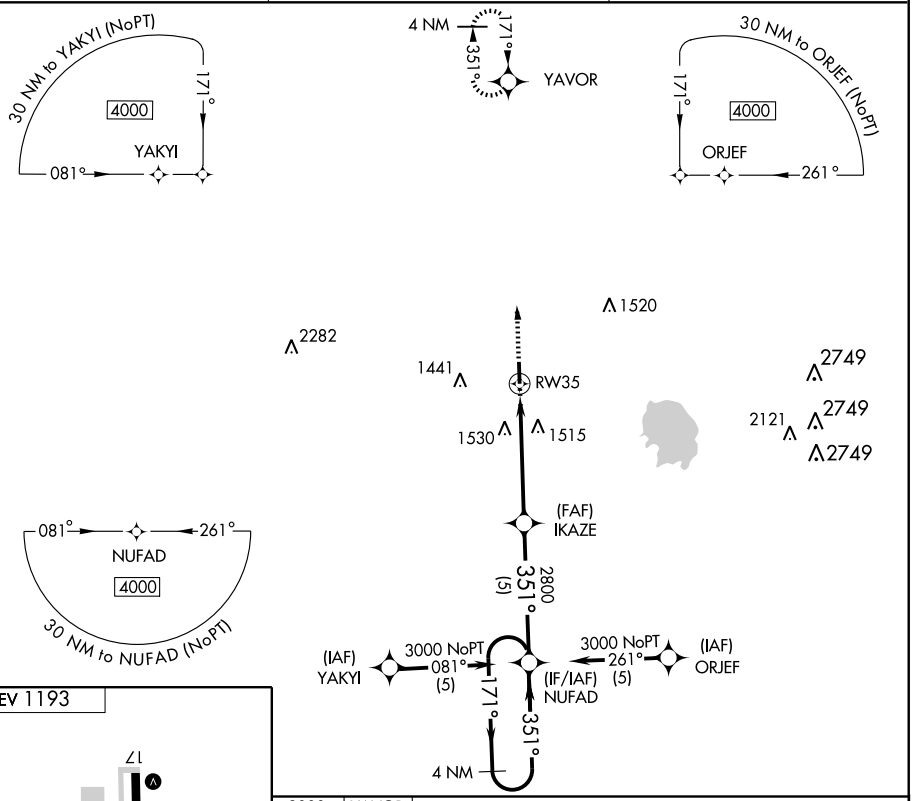
OKLAHOMA CITY/ SUNDANCE AIRPARK (HSD)

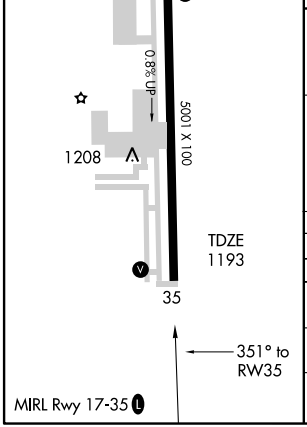
APP CRS	Rwy ldg	5001
351°	TDZE	1193
	Apt Elev	1193

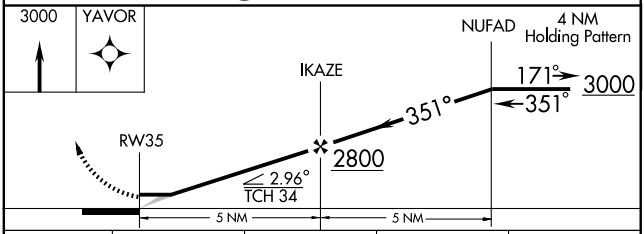
NA Use Wiley Post altimeter setting. GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3600 direct YAVOR WP and hold.

OKE CITY APP CON	CLNC DEL	UNICOM
124.6 266.8	123.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/ VNAV DA	NA			
LNAV MDA	1780-1 587 (600-1)		1780-1½ 587 (600-1½)	NA
CIRCLING	1780-1 587 (600-1)		1780-1½ 587 (600-1½)	NA

SC-1, 14 JAN 2010 to 11 FEB 2010

VORTAC IRW	APP CRS	Rwy Idg	5001
114.1	155°	TDZE	1178
Chan 88		Apt Elev	1193

VOR RWY 17

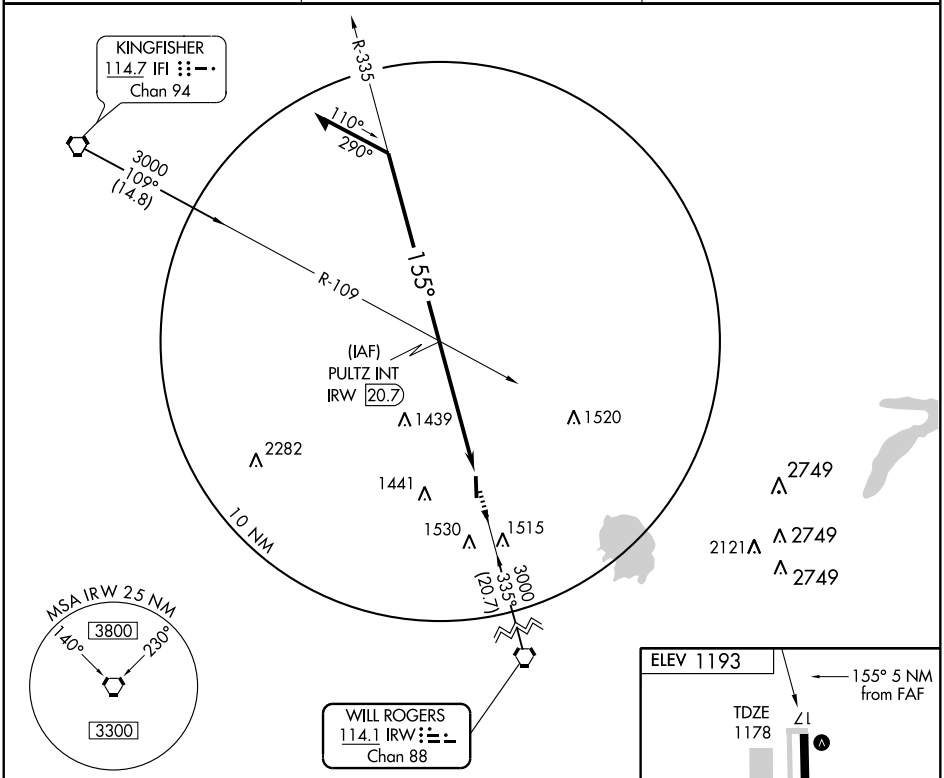
OKLAHOMA CITY/ SUNDANCE AIRPARK (HSD)

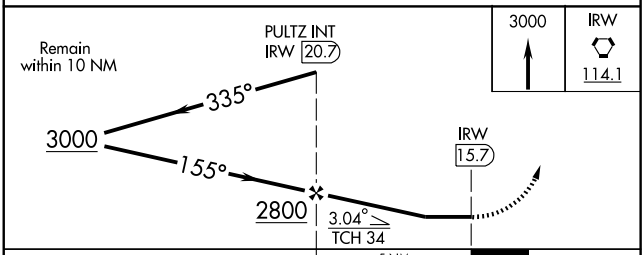
Use Wiley Post altimeter setting.

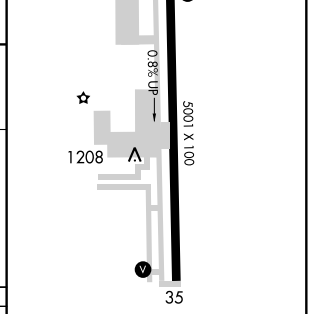
NA

MISSED APPROACH: Climb to 3000 direct IRW VORTAC.

OKE CITY APP CON	CLNC DEL	UNICOM
124.6 266.8	123.7	122.7 (CTAF) L







MIRL Rwy 17-35 L

CATEGORY	A	B	C	D
S-17	1700-1 522 (600-1)		1700-1½ 522 (600-1½)	NA
CIRCLING	1740-1 547 (600-1)	1780-1 587 (600-1)	1780-1½ 587 (600-1½)	NA

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SC-1, 14 JAN 2010 to 11 FEB 2010

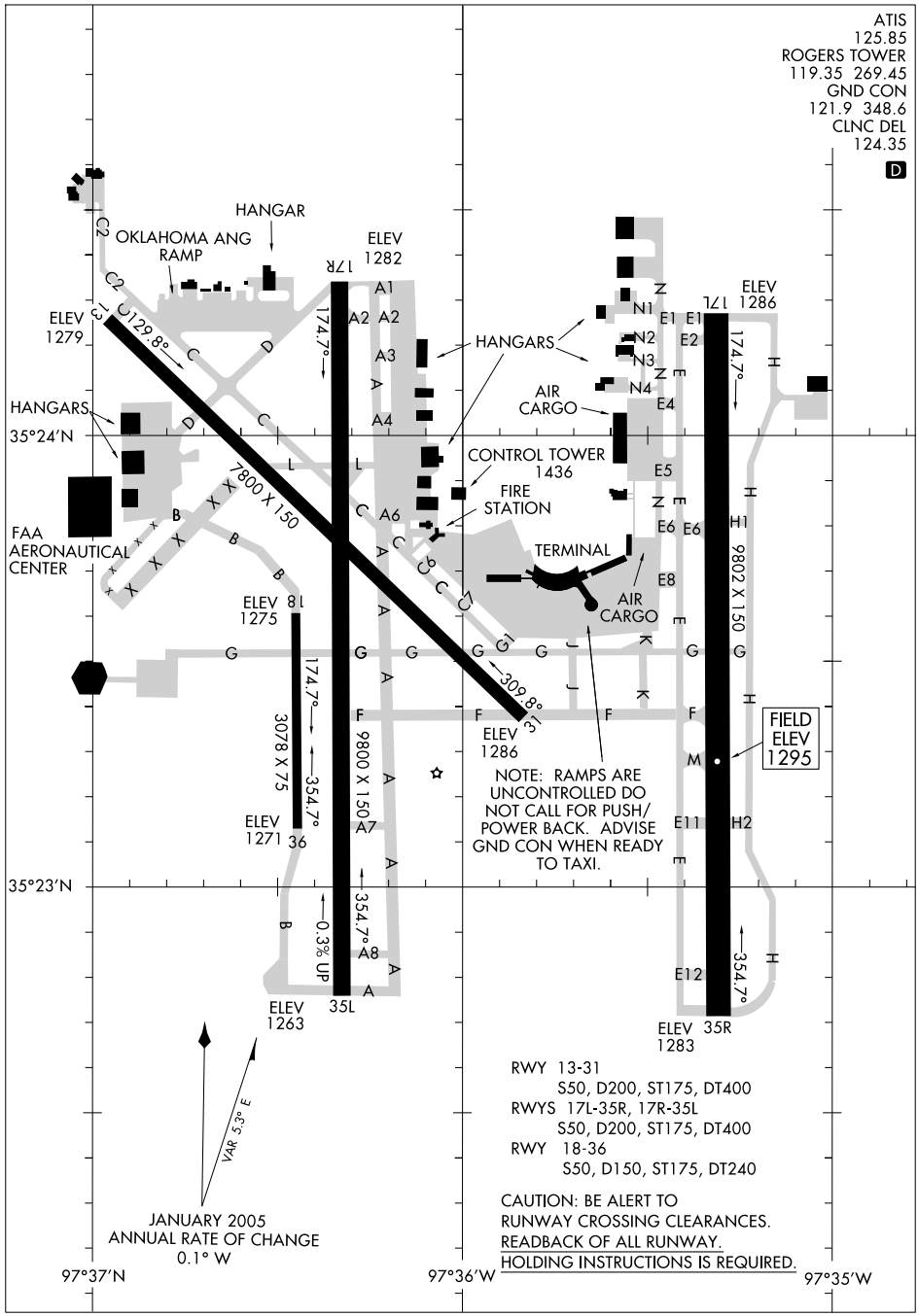
09295

AIRPORT DIAGRAM

OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

AL-301 (FAA)

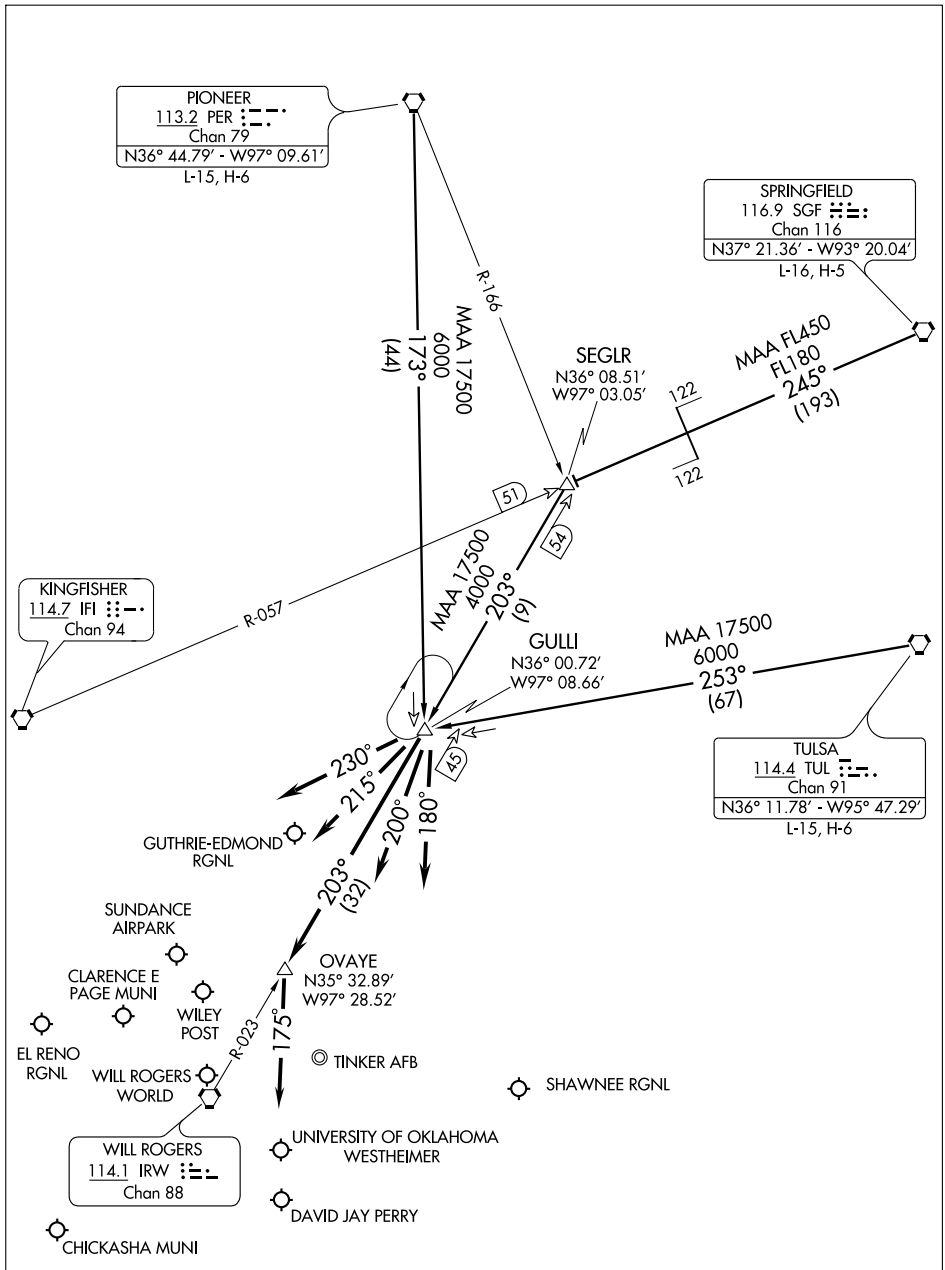
OKLAHOMA CITY, OKLAHOMA



SC-1, 14 JAN 2010 to 11 FEB 2010

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA



NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

GULLI ONE ARRIVAL (GULLI.GULLI1)

ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .
SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .
TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

SC-1, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-LIK	APP CRS	Rwy Idg	9800
110.7	353°	TDZE	1277
Chan 44		Apt Elev	1295

ILS or LOC/DME RWY 35L

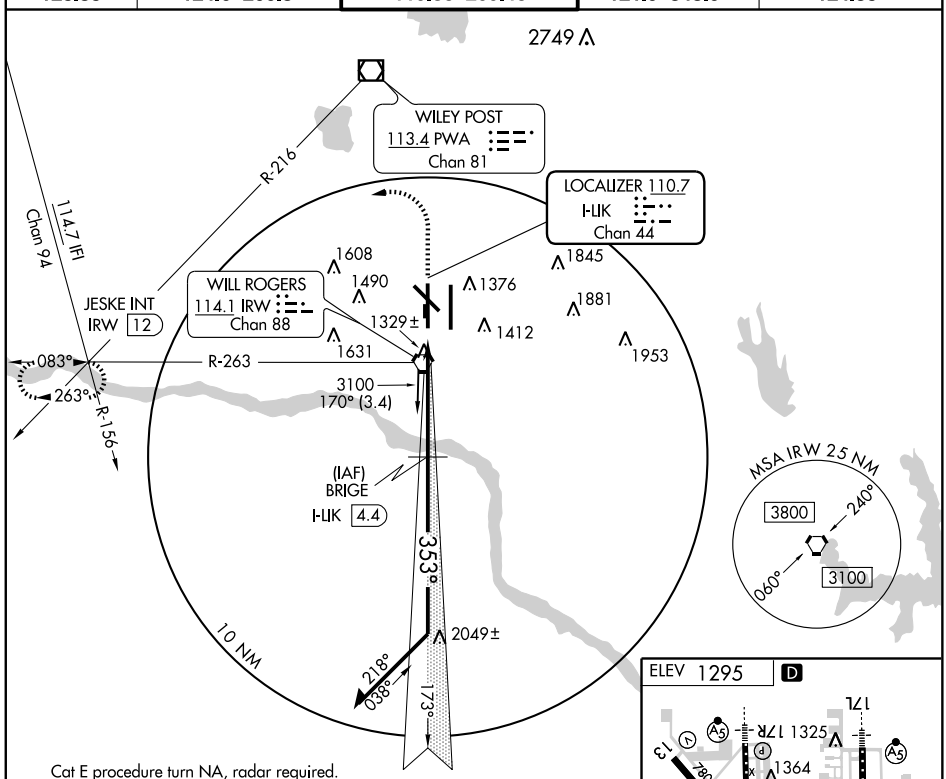
OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

ASR: For inoperative MALSR, increase S-ILS 35L Cat E visibility to RVR 4000 and S-LOC Cats D,E visibility to RVR 5000.

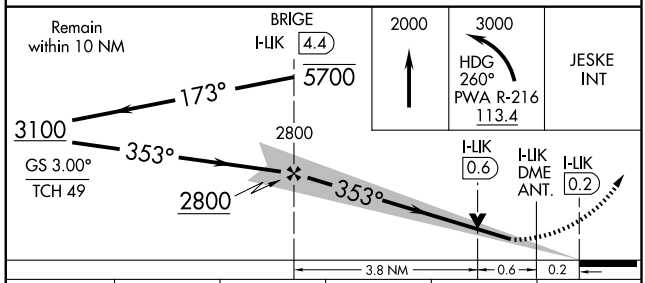
MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via heading 260° and PWA VOR/DME R-216 to JESKE Int/IRW 12 DME and hold.

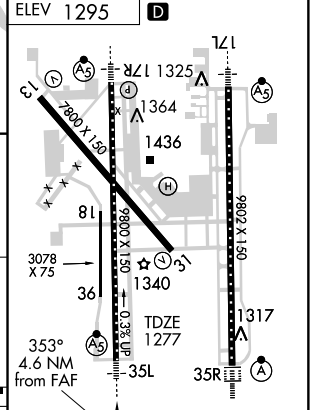
ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35



Cat E procedure turn NA, radar required.



CATEGORY	A	B	C	D	E
S-ILS 35L	1477/24 200 (200-½)				
S-LOC 35L	1580/24 303 (300-½)			1580/40 303 (300-¾)	
CIRCLING	1740-1 445 (500-1)	1760-1 465 (500-1)	1760-1½ 465 (500-1½)	1860-2 565 (600-2)	2240-3 945 (1000-3)



SC-1, 14 JAN 2010 to 11 FEB 2010

LOC I-EXR	APP CRS	Rwy Idg	9802
110.9	173°	TDZE	1286
Chan 46		Apt Elev	1295

ILS or LOC RWY 17L

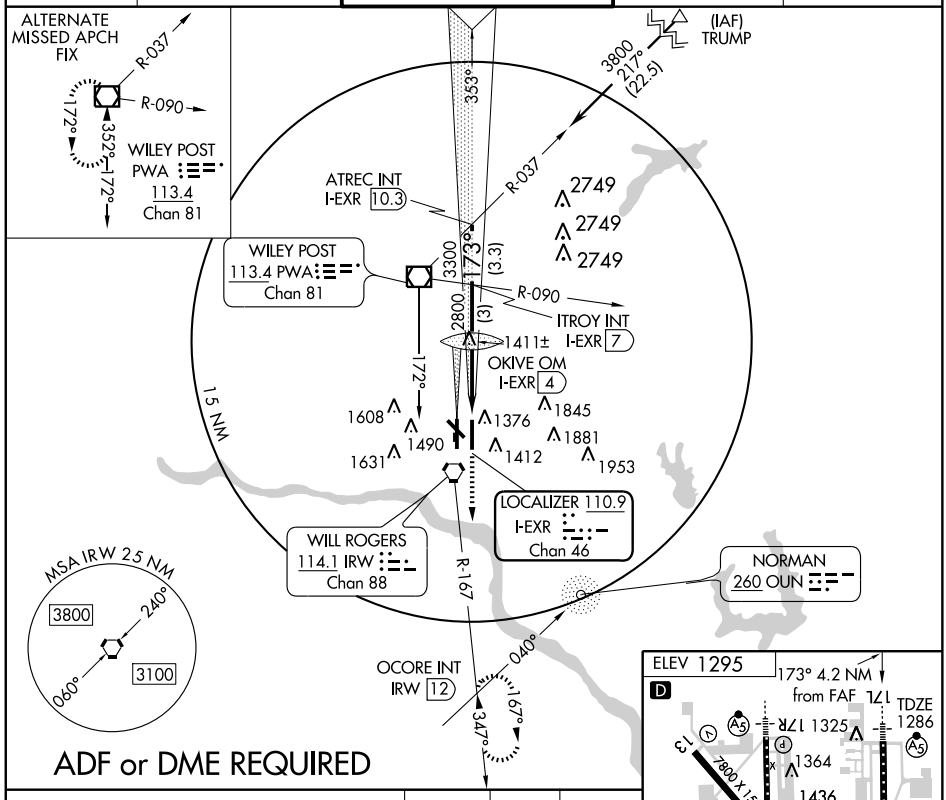
OKLAHOMA CITY/WILL ROGERS WORLD (OKC)

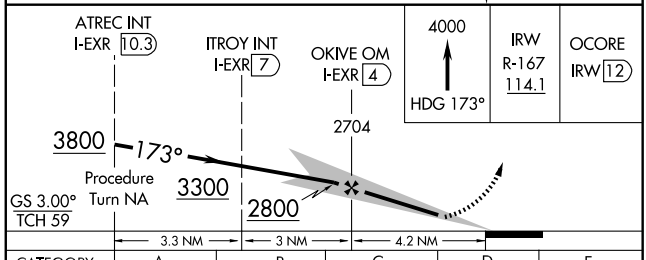
ASR For inoperative MALSR, increase S-ILS 17L Cat E visibility to RVR 4000.
For inoperative MALSR, increase S-LOC 17L Cat E visibility to 1½.

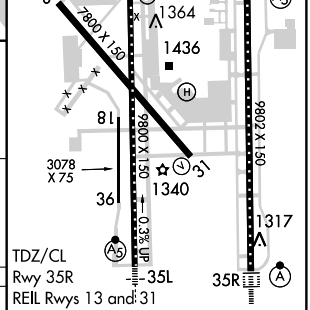
MALSR

MISSED APPROACH: Climb to 4000 via heading 173° and IRW VORTAC R-167 to OCORE Int/IRW 12 DME and hold.

ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35







CATEGORY	A	B	C	D	E
S-ILS 17L	1486/24 200 (200-½)				
S-LOC 17L	1680/24 394 (400-½)			1680/40 394 (400-¾)	1680/50 394 (400-1)
CIRCLING	1740-1 445 (500-1)	1760-1 465 (500-1)	1760-1½ 465 (500-1½)	1860-2 565 (600-2)	2240-3 945 (1000-3)

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SC-1, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-OKC	APP CRS	Rwy Idg	9800
110.7 Chan 44	173°	TDZE	1282
		Apt Elev	1295

ILS or LOC RWY 17R

OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

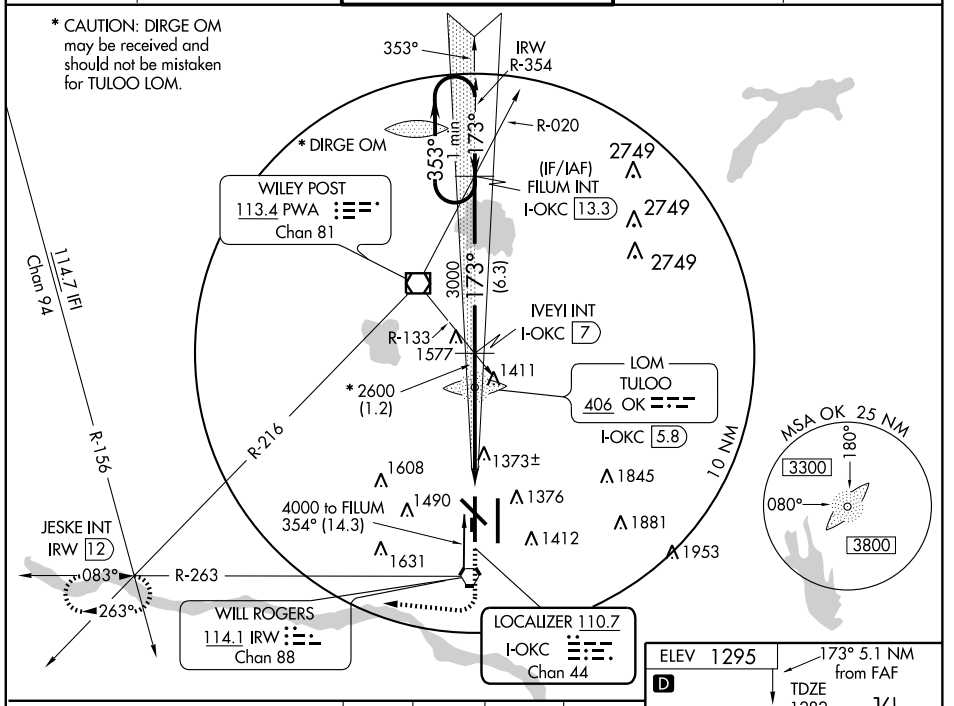
ASR

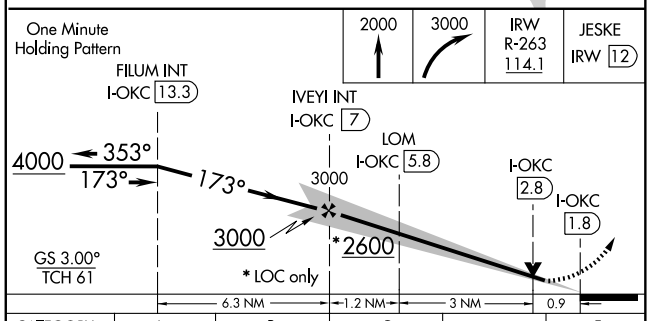
Circling NA at night to Rwy 18-36.
** Use of flight director or autopilot or HGS required.

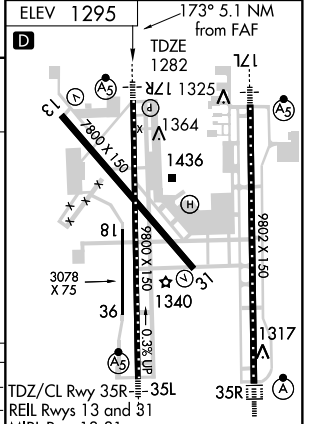
MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via IRW R-263 to JESKE Int/12 DME and hold.

ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35







CATEGORY	A	B	C	D	E
S-ILS 17R	1482/24 200 (200-½)				
S-LOC 17R	1640/24 358 (400-½)			1640/40 358 (400-¾)	
CIRCLING	1760-1 465 (500-1)		1760-1½ 465 (500-1½)	1860-2 565 (600-2)	2200-3 905 (1000-3)
SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED					
S-ILS 17R**	1482/18 200 (200-½)				

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SC-1, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-RGR	APP CRS	Rwy Idg	9802
110.9	354°	TDZE	1294
Chan 46		Apt Elev	1295

ILS RWY 35R

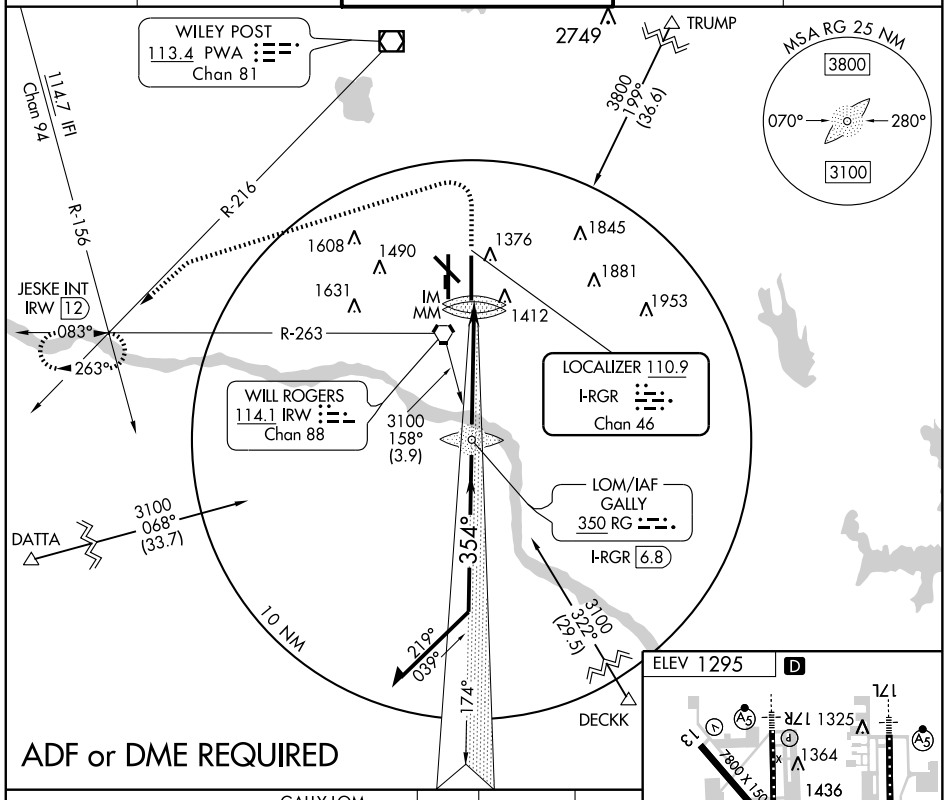
OKLAHOMA CITY/WILL ROGERS WORLD (OKC)

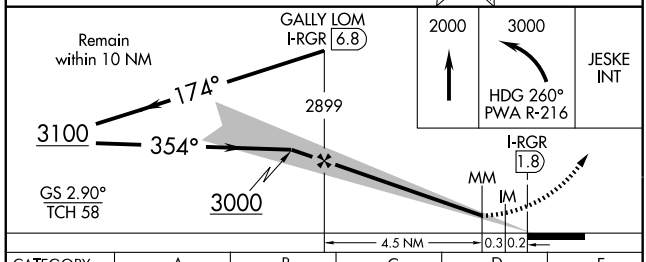
ASR — Cat D and E S-LOC visibility increased to RVR 5000 for inoperative ALSF. Cat. E procedure turn not authorized.

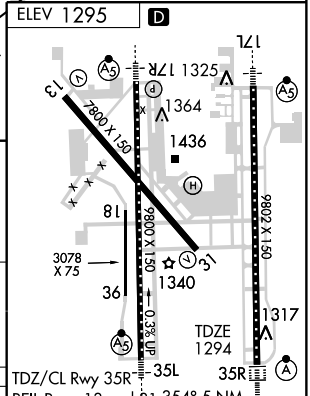
ALSF-2

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via heading 260° and PWA R-216 to JESKE Int and hold.

ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35







TDZ/CL Rwy 35R
REIL Rwys 13 and 31 354° 5 NM
MIRL Rwy 13-31 from FAF
HIRL Rwys 17L-35R and 17R-35L

CATEGORY	A	B	C	D	E
S-ILS 35R	1494/18 200 (200-½)				1494/24 200 (200-½)
S-LOC 35R	1620/24 326 (400-½)			1620/40 326 (400-¾)	
CIRCLING	1760-1 465 (500-1)		1760-1½ 465 (500-1½)	1860-2 565 (600-2)	2240-3 945 (1000-3)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SC-1, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-RGR	APP CRS	Rwy Idg	9802
110.9	354°	TDZE	1294
Chan 46		Apt Elev	1295

ILS RWY 35R (CAT II)

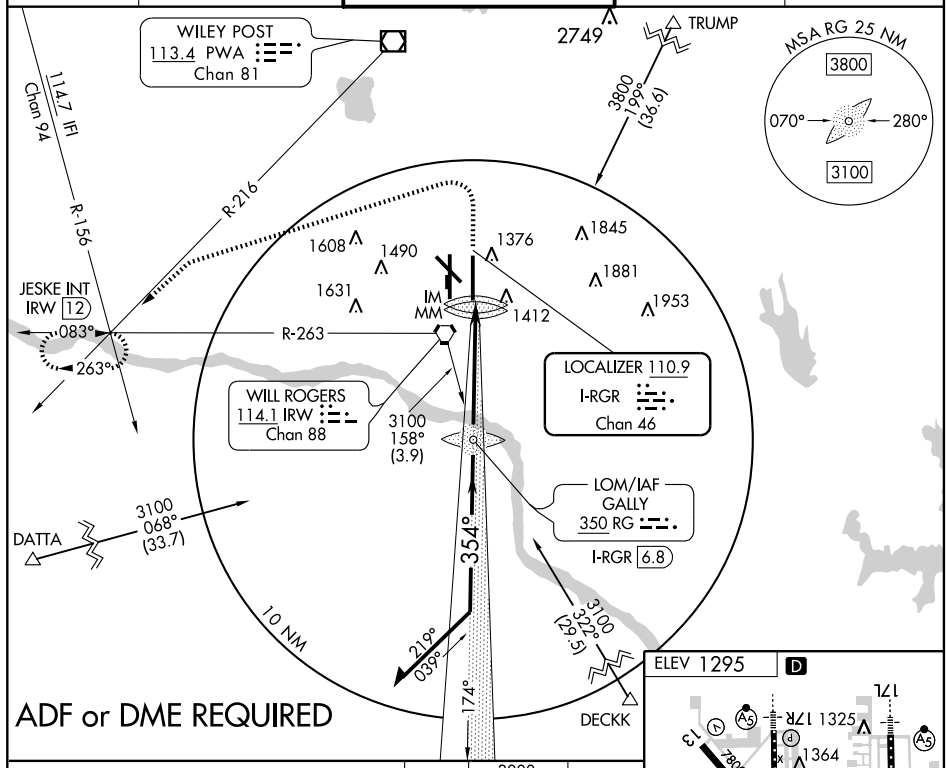
OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

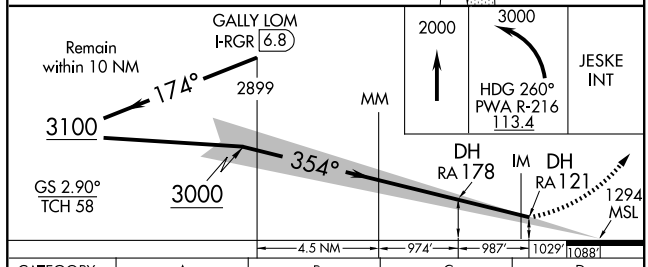
ASR

ALSF-2

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via heading 260° and PWA R-216 to JESKE Int and hold.

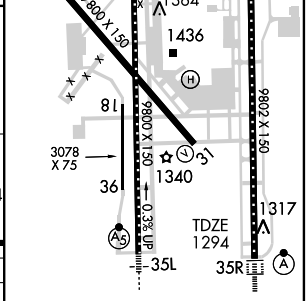
ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35





CATEGORY	A	B	C	D
S-ILS 35R		RA 178/16	150 DA 1444	
S-ILS 35R		RA 121/12	100 DA 1394	

CATEGORY II - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwy 35R
REIL Rwys 13 and 31
MIRL Rwys 13-31
HIRL Rwys 17L-35R and 17R-35L

SC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	7800
128°	TDZE	1279
	Apt Elev	1295

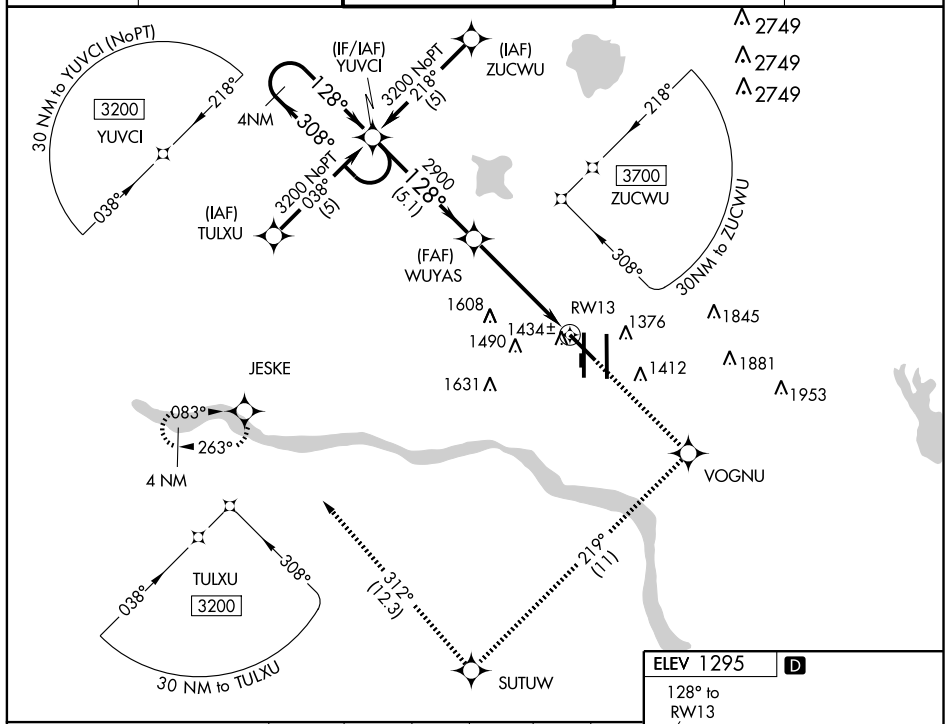
RNAV (GPS) RWY 13

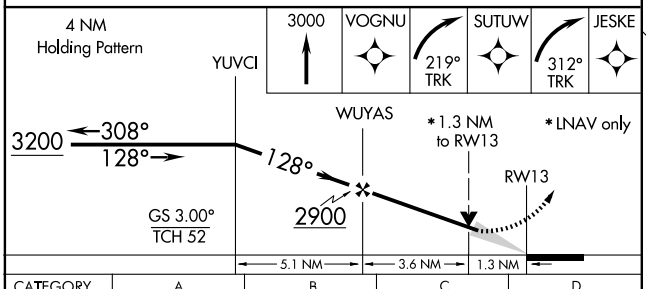
OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

T NA ASR — Baro-VNAV NA below -17°C (2°F)
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

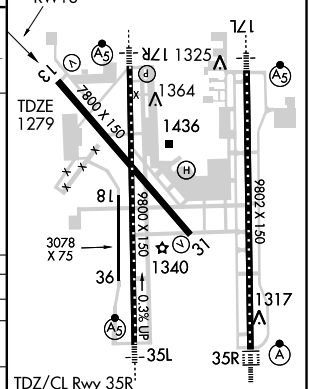
MISSED APPROACH: Climb to 3000 direct VOGNU WP, then right turn via 219° track to SUTUW WP, then right turn via 312° track to JESKE WP and hold.

ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	1700-1½ 421 (500-1½)			
LNAV MDA	1740-1 461 (500-1)		1740-1¼ 461 (500-1¼)	1740-1½ 461 (500-1½)
CIRCLING	1740-1½ 445 (500-1½)	1760-1½ 465 (500-1½)		1860-2 565 (600-2)



TDZ/CL Rwy 35R
REIL Rwys 13 and 31
MIRL Rwy 13-31
HIRL Rwys 17L-35R and 17R-35L

SC-1, 14 JAN 2010 to 11 FEB 2010

WAAS CH 50102 W17A	APP CRS 173°	Rwy Idg 9800 TDZE 1282 Apt Elev 1295

RNAV (GPS) RWY 17R

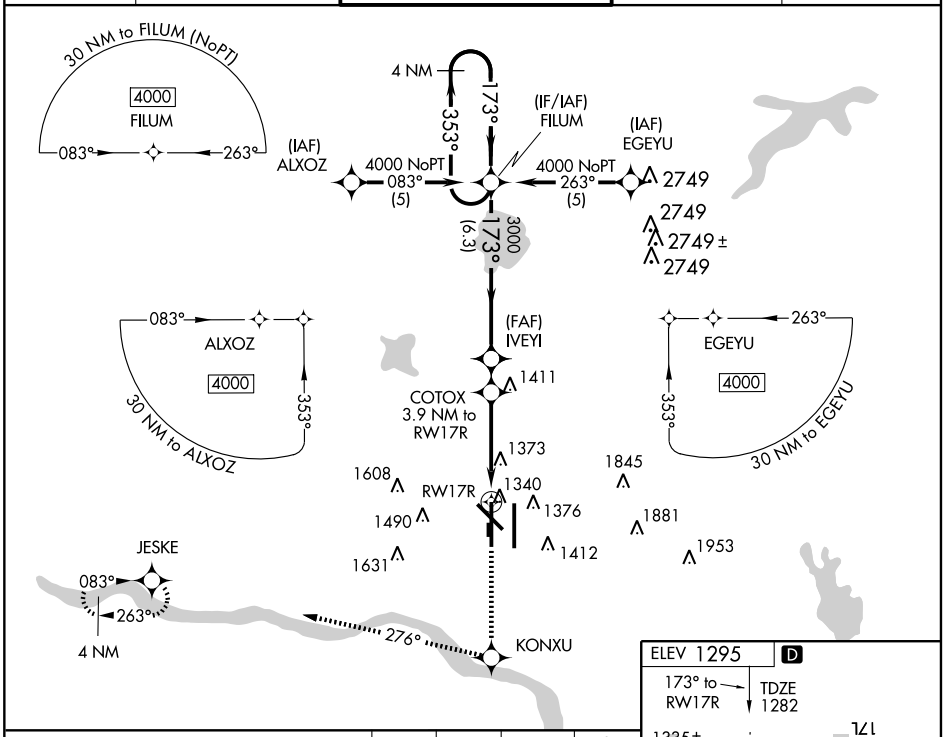
OKLAHOMA CITY/WILL ROGERS WORLD (OKC)

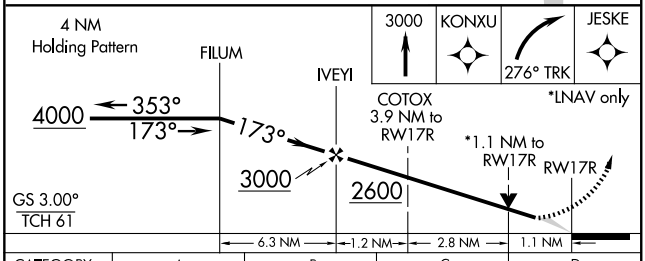
Circling to Rwy 18-36 NA at night. For inoperative MALSR, increase LNAV/VNAV Cat D visibility to RVR 5000, and LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

MALSR

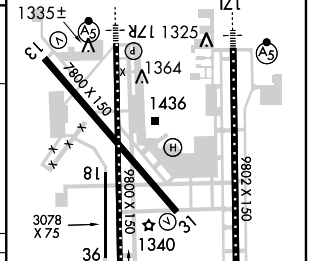
MISSED APPROACH: Climb to 3000 direct KONXU and right turn via 276° track to JESKE and hold.

ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35





CATEGORY	A	B	C	D
LPV DA	1540/24 258 (300-½)			
LNAV/VNAV DA	1610/24 328 (400-½)			1610/40 328 (400-¾)
LNAV MDA	1680/24 398 (400-½)			1680/50 398 (400-1)
CIRCLING	1740-1 445 (500-1)	1760-1 465 (500-1)	1760-1½ 465 (500-1½)	1860-2 565 (600-2)



SC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	7800
308°	TDZE	1286
	Apt Elev	1295

RNAV (GPS) RWY 31

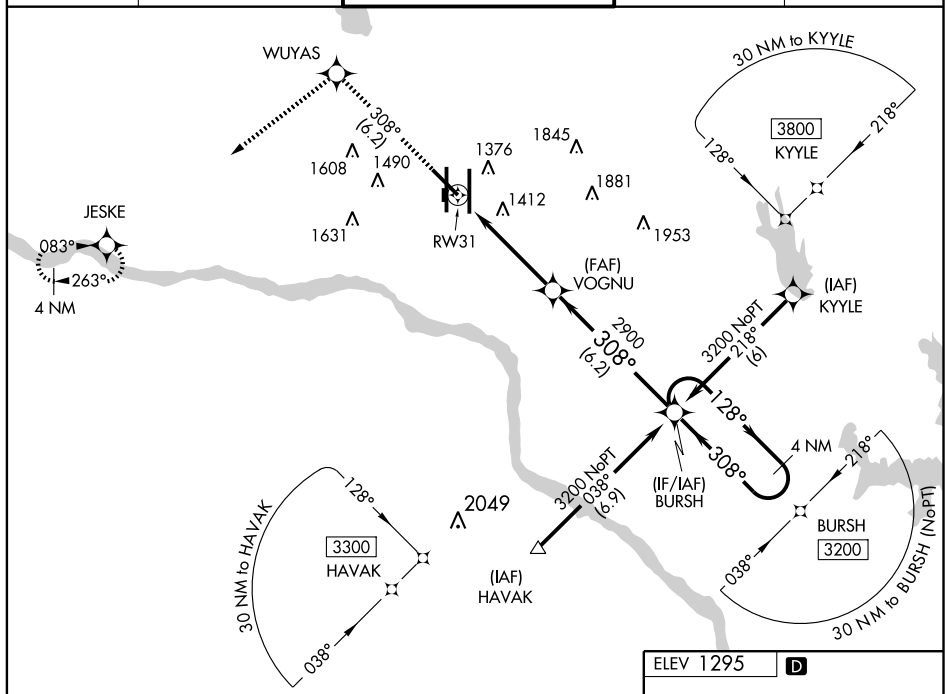
OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

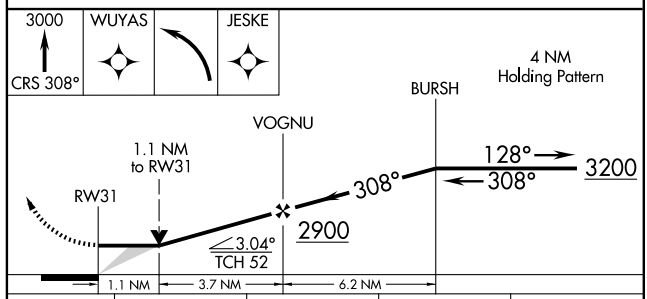
NA ASR

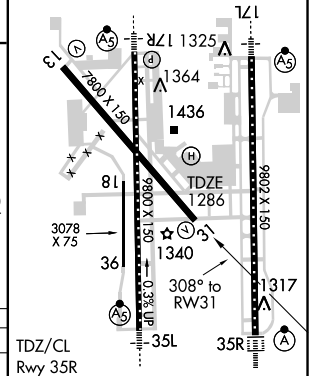
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Straight-in minimums NA at night.

MISSED APPROACH: Climb to 3000 via 308° course to WUYAS WP, then left turn direct JESKE WP hold.

ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35







CATEGORY	A	B	C	D
LNAV MDA	1680-1 394 (400-1)			1680-1¼ 394 (400-1¼)
CIRCLING	1740-1 445 (500-1)	1760-1 465 (500-1)	1760-1½ 465 (500-1½)	1860-2 565 (600-2)

TDZ/CL
Rwy 35R
REIL Rwys 13 and 31
MIRL Rwy 13-31
HIRL Rwys 17L-35R and 17R-35L

SC-1, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	9800
CH 56202	353°	TDZE	1277
W35A		Apt Elev	1295

RNAV (GPS) RWY 35L

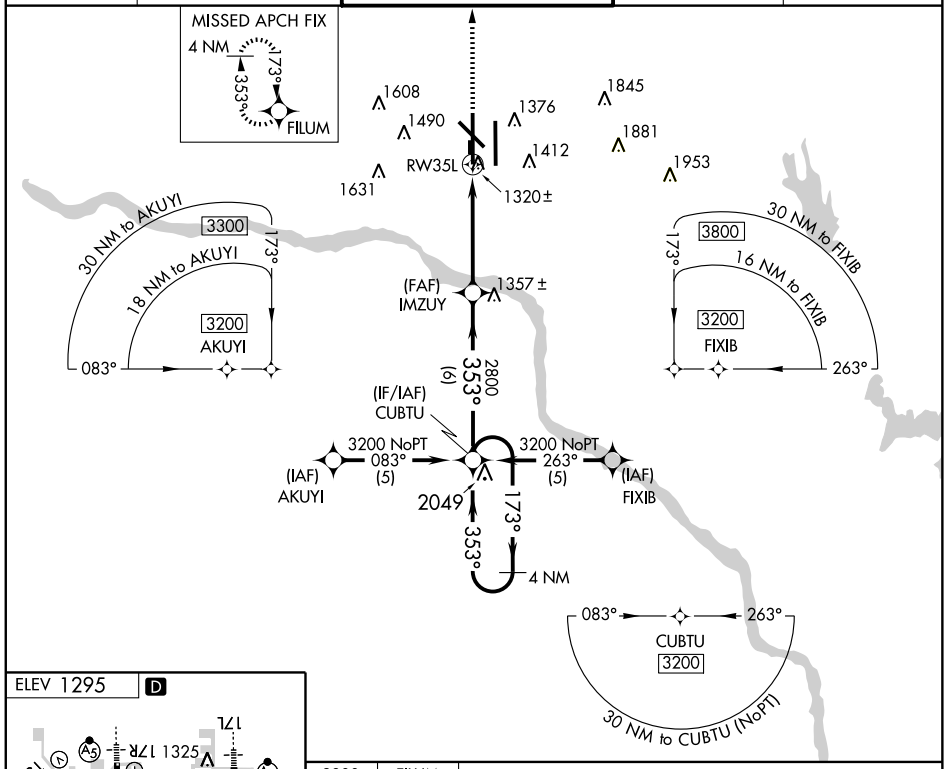
OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

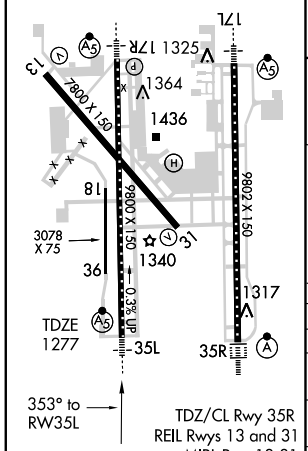
ASR — Baro-VNAV NA below -17°C (2°F). DME/DME RNP - 0.3 NA.

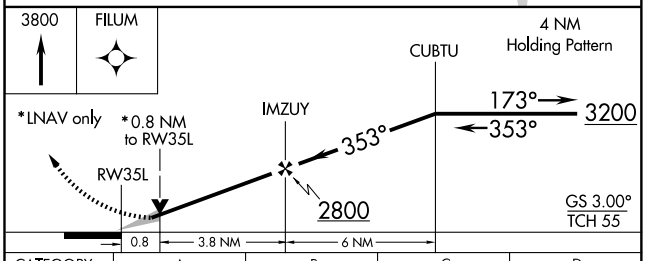
MALSR

MISSED APPROACH: Climb to 3800 direct FILUM and hold.

ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35







CATEGORY	A	B	C	D
LPV DA	1530/50 253 (300-1)			
LNAV/ VNAV DA	1580/50 303 (300-1)			
LNAV MDA	1580/50 303 (300-1)			
CIRCLING	1740-1 445 (500-1)	1760-1 465 (500-1)	1760-1½ 465 (500-1½)	1860-2 565 (600-2)

SC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	9802
353°	TDZE	1294
	Apt Elev	1295

RNAV (GPS) Y RWY 35R

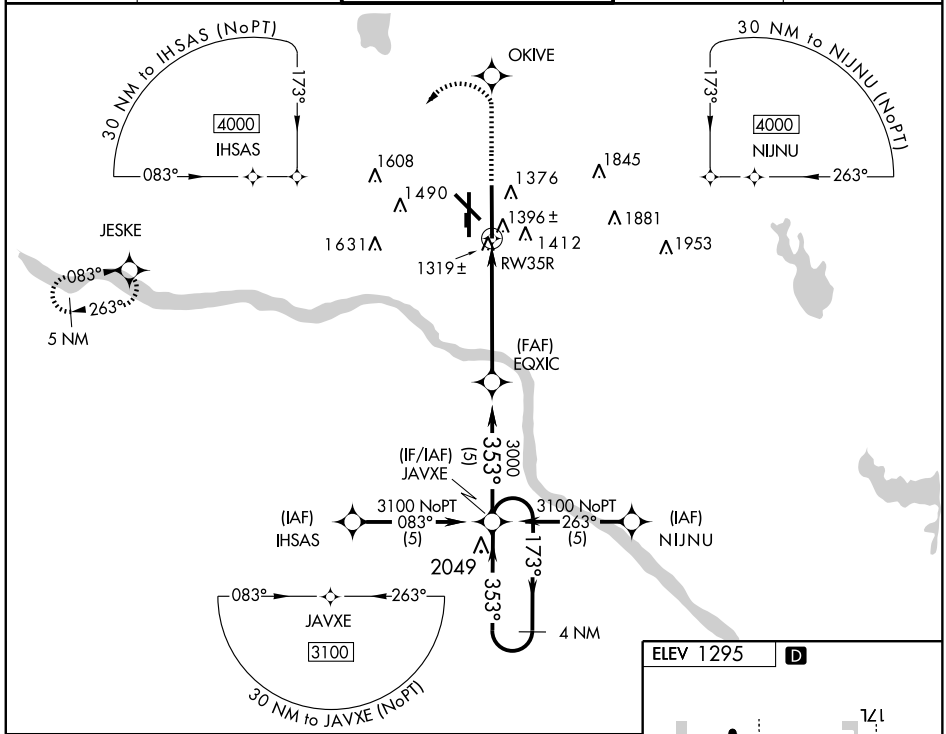
OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

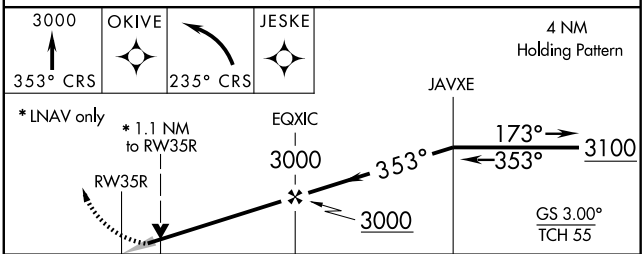
ASR — For inoperative ALSF, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below - 17°C (2°F) or above 46°C (115°F). DME/DME RNP-0.3 NA.

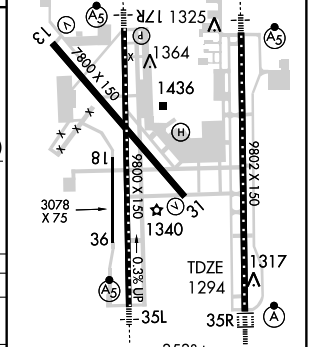
ALSF-2

MISSED APPROACH: Climb to 3000 via 353° course to OKIVE then left turn via 235° course to JESKE and hold.

ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35







CATEGORY	A	B	C	D
LNAV/ VNAV DA	1628/40	334 (400-¾)		
LNAV MDA	1700/24	406 (500-½)	1700/40 406 (500-¾)	1700/50 406 (500-1)
CIRCLING	1740-1¼ 445 (500-1¼)	1760-1¼ 465 (500-1¼)	1760-1½ 465 (500-1½)	1860-2 565 (600-2)

SC-1, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	9802
CH 56503	173°	TDZE	1286
W17A		Apt Elev	1295

RNAV (GPS) Z RWY 17L

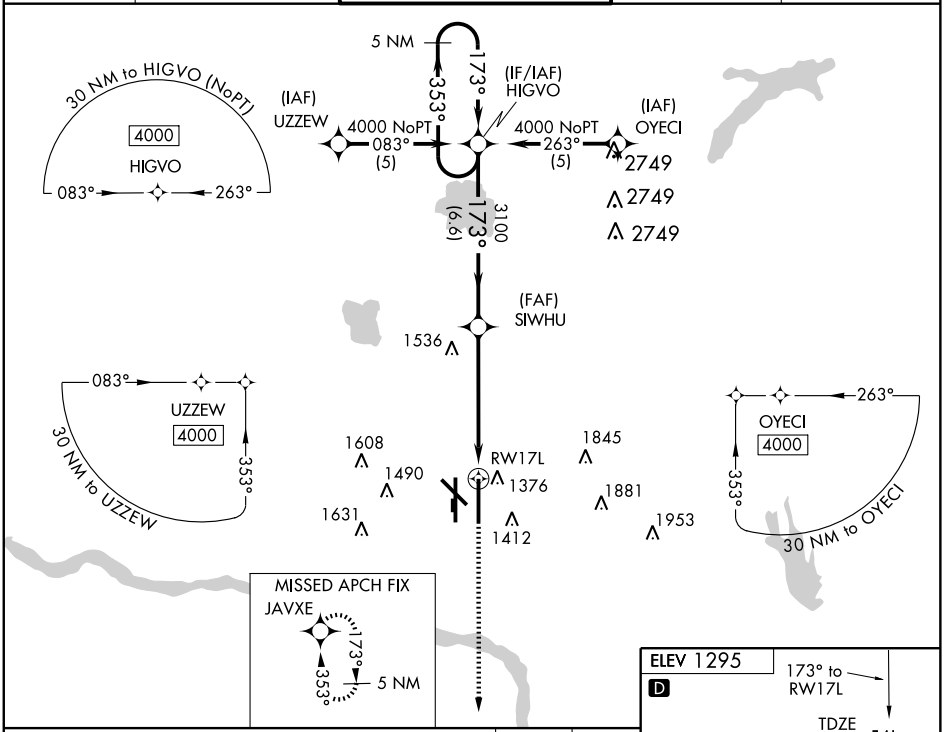
OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

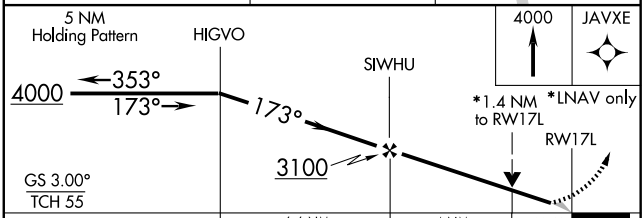
ASR: For inoperative MALSR, increase LNAV/VNAV Cat D visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

MALSR

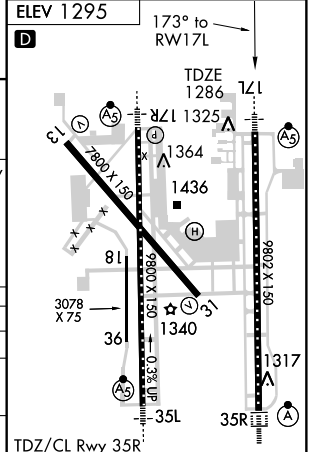
MISSED APPROACH: Climb to 4000 direct to JAVXE and hold.

ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35





CATEGORY	A	B	C	D
LPV DA	1486/24 200 (200-½)			
LNAV/ VNAV DA	1610/24 324 (400-½)			1610/40 324 (400-¾)
LNAV MDA	1800/24 514 (600-½)		1800/50 514 (600-1)	1800/60 514 (600-1¼)
CIRCLING	1800-1 505 (600-1)		1800-1½ 505 (600-1½)	1860-2 565 (600-2)



TDZ/CL Rwy 35R
REIL Rwys 13 and 31
MIRL Rwy 13-31
HIRL Rwys 17L-35R and 17R-35L

APP CRS	Rwy Idg	9802
173°	TDZE	1286
	Apt Elev	1295

RNAV (RNP) Y RWY 17L

OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

T NA ASR — GPS required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (10°F) or above 46°C (115°F). For inoperative MALSR, increase RNP 0.30 visibility to RVR 6000 all Cats.

MALSR

MISSED APPROACH: Climb to 4000 via 173° track to JAVXE and hold.

ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35

MSA RW17L 25 NM
3800

Procedure NA for arrivals at GULLI via V140 eastbound.

(IAF) GULLI 17000

4000 215° (32.6)

(IF) HIGVO

2749
2749
2749

173° 3100 (6)

(FAF) SIWHU

1608 1490 1631 RW17L 1376 1412 1845 1881 1953

MISSED APCH FIX
JAVXE
173°
353°
5 NM

4000 | 173° TRK | JAVXE

HIGVO
4000
173°
Procedure Turn NA
SIWHU
3100
RW17L
GP 3.00°
TCH 55
6.6 NM
5.4 NM

CATEGORY	A	B	C	D
RNP 0.30 DA	1590/40 304 (300-¾)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

ELEV 1295 D

173° to RW17L

17L 13 31 8L 36 35L 35R
1325 1364 1436 1340 1317
7800 X 150
9800 X 150
9800 X 150
3078 X 75
0.3% up
TDZE 1286

TDZ/CL Rwy 35R
REIL Rwys 13 and 31
MIRL Rwy 13-31
HIRL Rwys 17L-35R and 17R-35L

SC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	9802
353°	TDZE	1294
	Apt Elev	1295

RNAV (RNP) Z RWY 35R

OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

T NA ASR

GPS required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (10°F) or above 46°C (115°F). For inoperative ALSF-2, increase RNP 0.30 visibility to RVR 5000 all Cats.

ALSF-2

MISSED APPROACH: Climb to 4000 via 353° track to ILUFI and hold. Continue climb-in-hold to 4000.

ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35

MSA RW35R 25 NM
3800

1608
1490
1631
1376
1412
RW35R
1845
1881
1953

(FAF)
EQXIC
3000
(5)
353°
2049
(IF)
JAVXE

MISSED APCH FIX
4 NM
353°
173°
ILUFI

Procedure NA for arrivals at DATTA via V14-440 southwest bound.

DATTA
11000
3100
083°
(20)

(IAF)
LURCI
9600
3100
066°
(13.1)

3100
316°
(25.2)
(IAF)
DECKK
13000

ELEV 1295 D

17L
17R
1325
1364
1436
13
31
18
36
7800 X 150
9800 X 150
9802 X 150
3078 X 75
1340
1317
TDZE
1294
35L
35R
0.3% UP

TDZ/CL Rwy 35R
REIL Rwy 13 and 31
MIRL Rwy 13-31
HIRL Rwys 17L-35R and 17R-35L
353° to RW35R

4000
353° TRK
ILUFI

JAVXE
EQXIC
3000
353°
3100
Procedure Turn NA
RW35R
3000
GP 3.00°
TCH 55
5.2 NM
5 NM

CATEGORY	A	B	C	D
RNP 0.30 DA	1593/24 299 (300½)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SC-1, 14 JAN 2010 to 11 FEB 2010

VOR IRW 114.1 Chan 88	APP CRS 190°	Rwy Idg 9802 TDZE 1286 Apt Elev 1295

VOR RWY 17L

OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

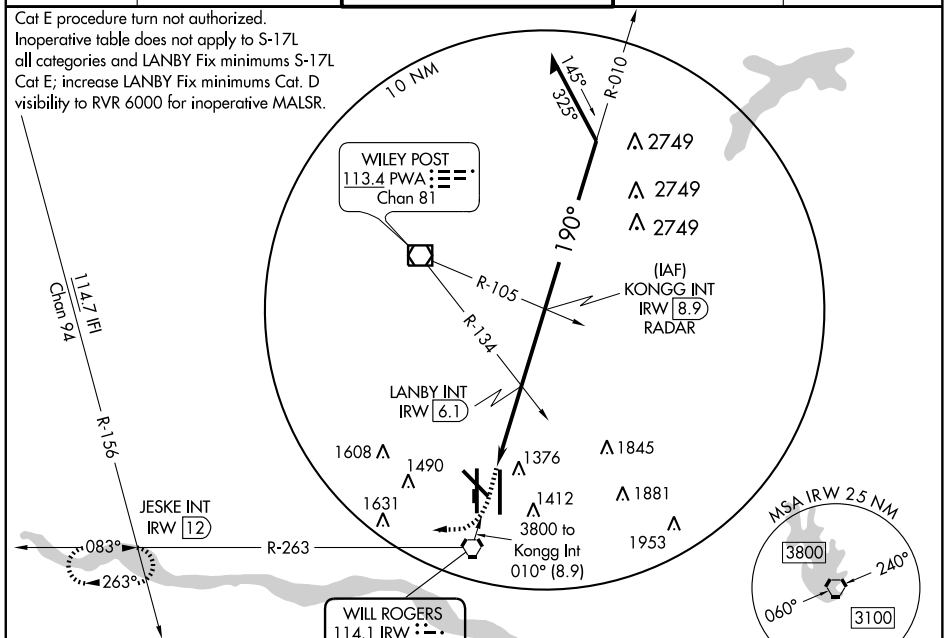
ASR

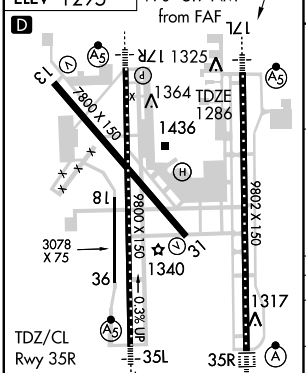
MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via IRW VORTAC R-263 to JESKE Int and hold.

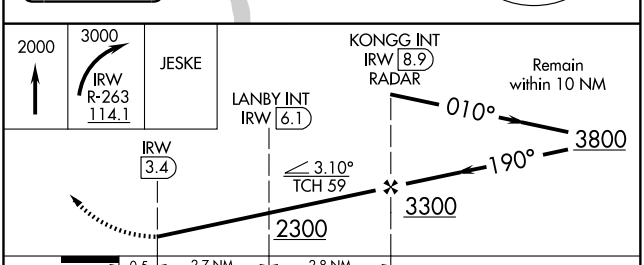
ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35

Cat E procedure turn not authorized.
Inoperative table does not apply to S-17L all categories and LANBY Fix minimums S-17L Cat E; increase LANBY Fix minimums Cat. D visibility to RVR 6000 for inoperative MALSR.





FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50



CATEGORY	A	B	C	D	E
S-17L	2300/60 1014(1100-1¼)	2300-1½ 1014(1100-1½)	2300-3 1014 (1100-3)		
CIRCLING	2300-1¼ 1005(1100-1¼)	2300-1½ 1005(1100-1½)	2300-3 1005 (1100-3)		
LANBY FIX MINIMUMS					
S-17L	1680/24 394 (400-½)			1680/50 394 (400-1)	1680-1½ 394 (400-1½)
CIRCLING	1760-1 465 (500-1)		1760-1½ 465 (500-1½)	1860-2 565 (600-2)	2240-3 945 (1000-3)

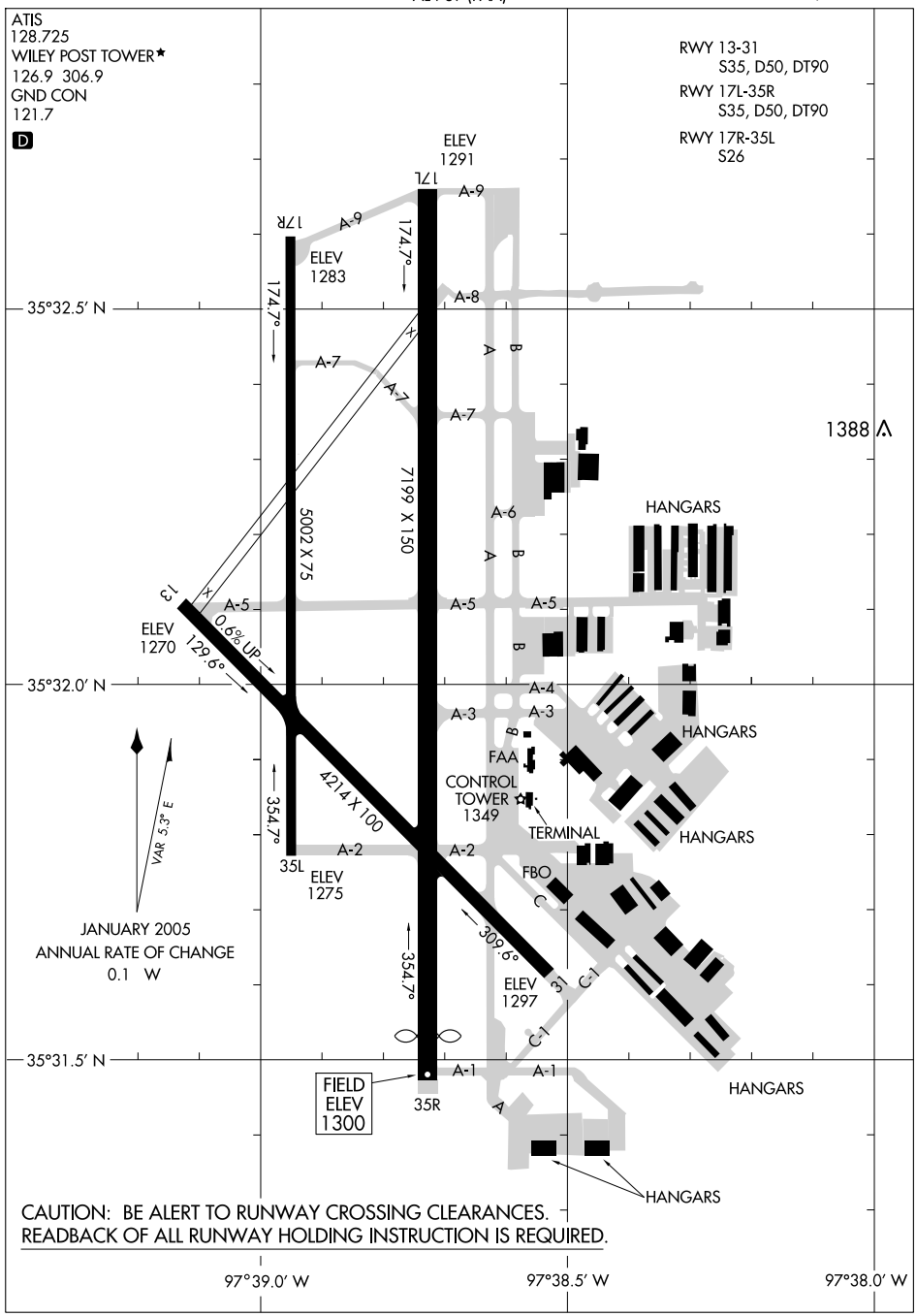
SC-1, 14 JAN 2010 to 11 FEB 2010

09239

AIRPORT DIAGRAM

AL-739 (FAA)

OKLAHOMA CITY/ WILEY POST (PWA)
OKLAHOMA CITY, OKLAHOMA



SC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6844
007°	TDZE	1299
	Apt Elev	1299

GPS RWY 35R

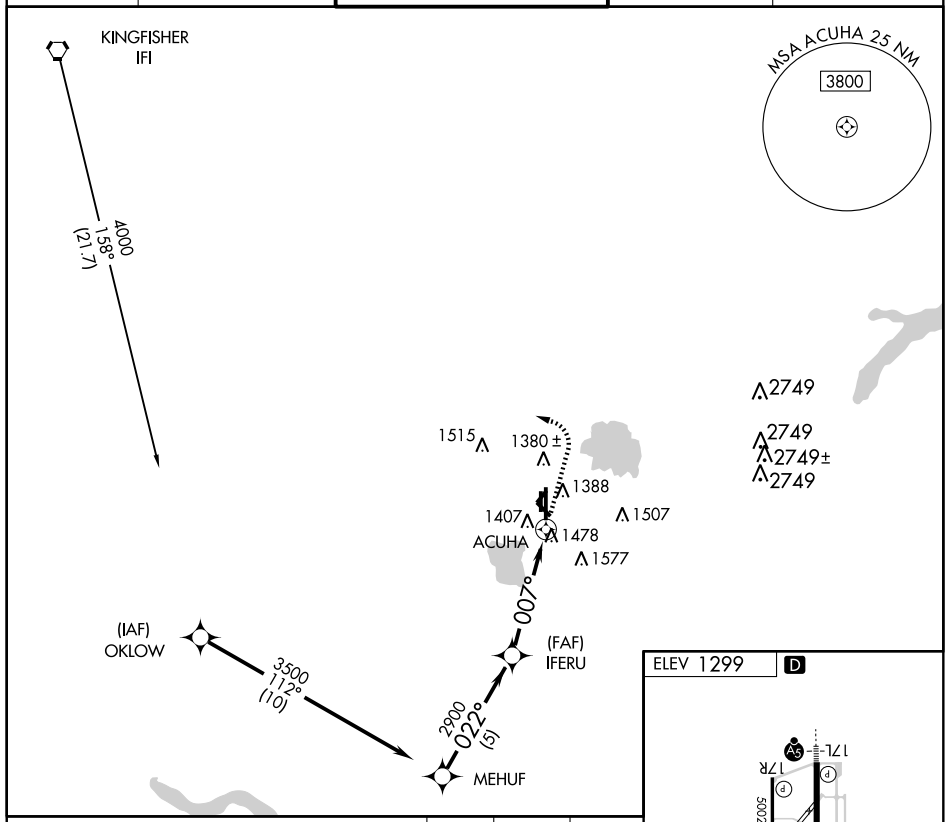
OKLAHOMA CITY/ WILEY POST (PWA)

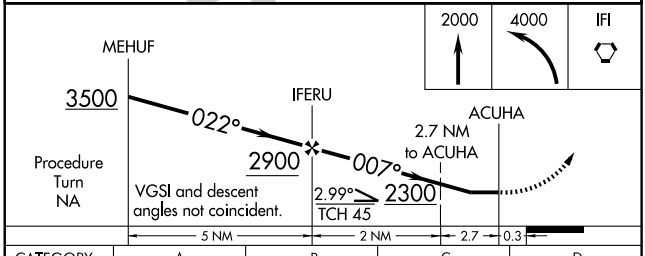
NA

ASR

MISSED APPROACH: Climb to 2000, then climbing left turn to 4000 direct IFI VORTAC.

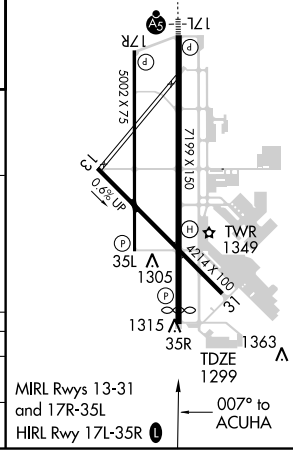
ATIS	OKE CITY APP CON	WILEY POST TOWER ★	GND CON	UNICOM
128.725	124.6 266.8	126.9 (CTAF) L 306.9	121.7	122.95





CATEGORY	A	B	C	D
S-35R	1740-1	441 (500-1)	1740-1¼ 441 (500-1¼)	1740-1½ 441 (500-1½)
CIRCLING	1780-1	481 (500-1)	1780-1½ 481 (500-1½)	1880-2 581 (600-2)

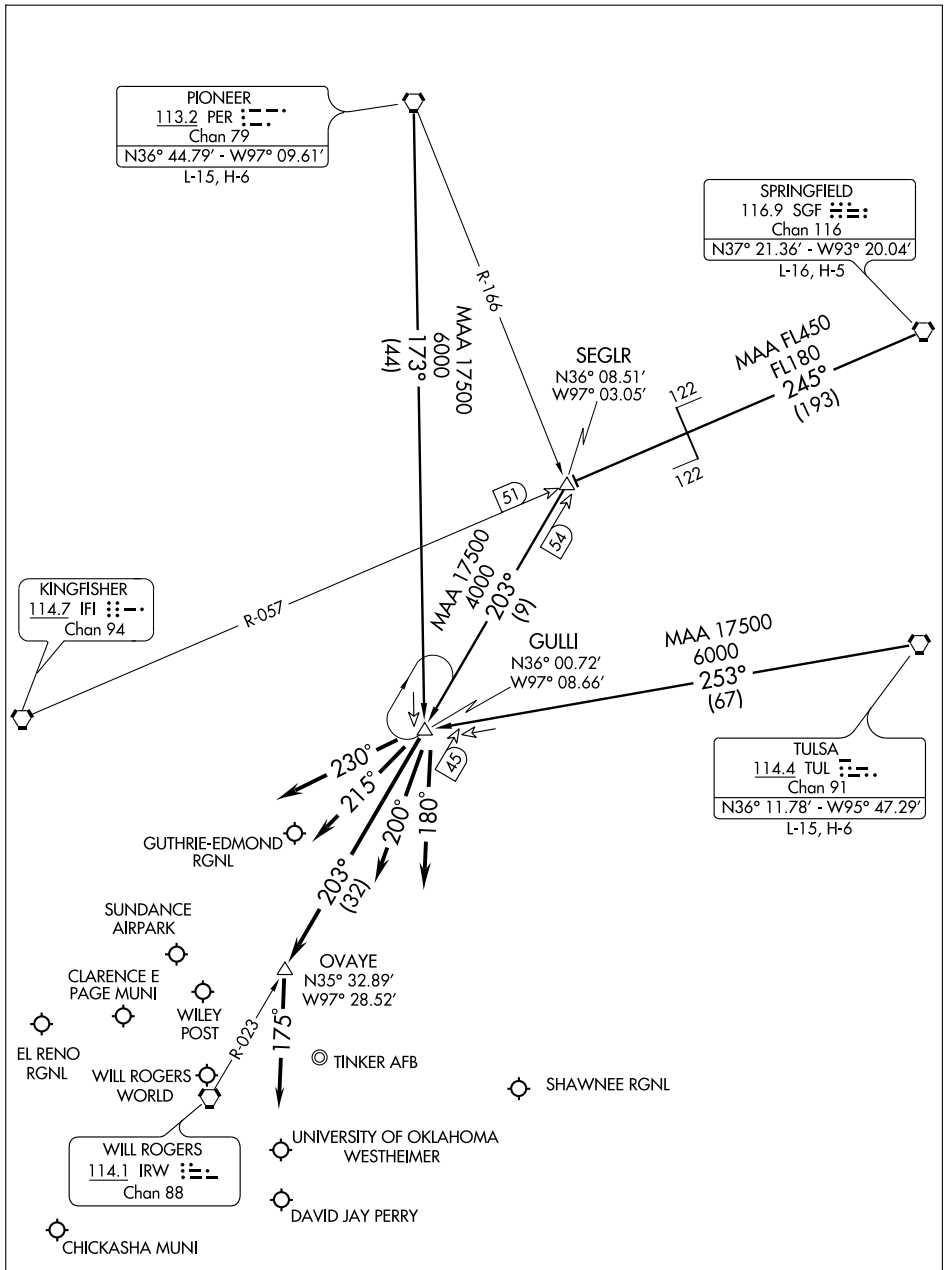
ELEV 1299 D



SC-1, 14 JAN 2010 to 11 FEB 2010

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA



NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

GULLI ONE ARRIVAL (GULLI.GULLI1)

ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .
SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .
TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

SC-1, 14 JAN 2010 to 11 FEB 2010

LOC I-PWA	APP CRS	Rwy Idg	6844
110.15	172°	TDZE	1290
		Apt Elev	1299

ILS RWY 17L

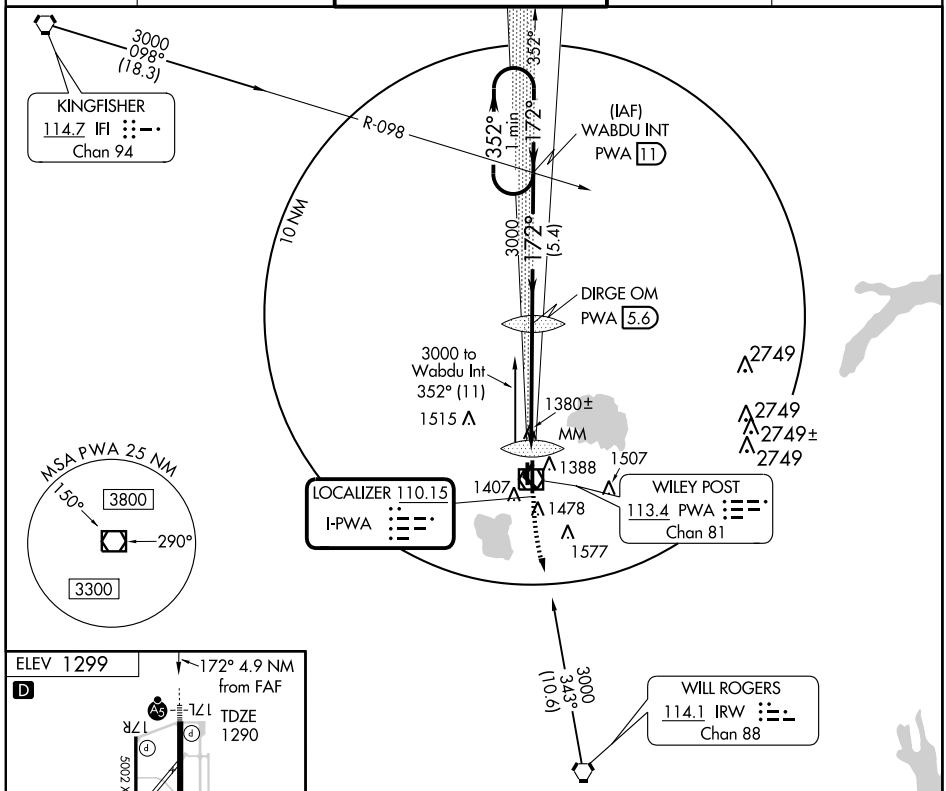
OKLAHOMA CITY/ WILEY POST (PWA)

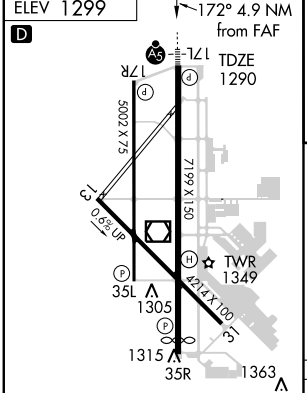
ASR

MALSR

MISSED APPROACH: Climbing left turn to 3000 direct IRW VORTAC.

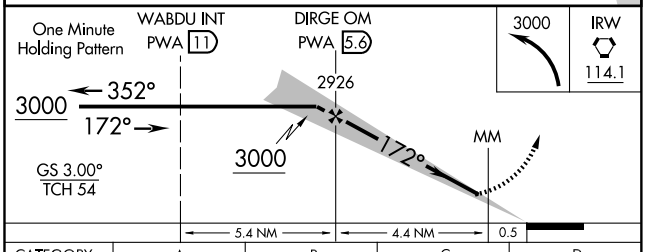
ATIS	OKE CITY APP CON	WILEY POST TOWER ★	GND CON	UNICOM
128.725	124.6 266.8	126.9 (CTAF) L 306.9	121.7	122.95





FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-ILS 17L	1490-½ 200 (200-½)			
S-LOC 17L	1660-½ 370 (400-½)			1660-¾ 370 (400-¾)
CIRCLING	1780-1 481 (500-1)		1780-1½ 481 (500-1½)	1880-2 581 (600-2)

SC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6844
172°	TDZE	1290
	Apt Elev	1299

RNAV (GPS) RWY 17L

OKLAHOMA CITY/ WILEY POST (PWA)

ASR

DME/DME RNP -0.3 NA. If local altimeter setting not received, use Will Rogers World altimeter setting and increase all MDAs 40 feet.

MALSR

MISSED APPROACH: Climbing right turn to 3400 direct IFI VORTAC and hold.

ATIS	OKE CITY APP CON	WILEY POST TOWER ★	GND CON	UNICOM
128.725	124.6 266.8	126.9 (CTAF) L 306.9	121.7	122.95

Procedure NA for arrivals at IFI VORTAC via V-140 southwest bound.

(IAF)
KINGFISHER
IFI

243°
063°
4 NM
3000
085°
(15.5)

(IF)
AHOWU

160°
(9.8)
3000

(FAF)
BAHHI

172°

1515
1380 ±
RW17L
1388
1407
1478
1507
1577

2749
2749
2749±
2749

MSA RW17L 25 NM
3800

ELEV 1299 D

172° to RW17L

17L
17R
TDZE
1290
5002 X 75
7199 X 150
3.0°
0.6° UP
TWR
1349
35L
1305
4214 X 100
3.0°
1315
35R
1363

MIRL Rwys 13-31and 17R-35L
HIRL Rwy 17L-35R L

VGSI and descent angles not coincident.

3400 IFI

AHOWU BAHHI

3000 160° 3000 172° RW17L

Procedure Turn NA

3.05°
TCH 54

9.8 NM 5.1 NM

CATEGORY	A	B	C	D
LNAV MDA	1700-1	410 (500-1)	1700-1¼	410 (500-1¼)
CIRCLING	1780-1	481 (500-1)	1780-1½ 481 (500-1½)	1880-2 581 (600-2)

SC-1, 14 JAN 2010 to 11 FEB 2010

VOR/DME PWA 113.4 Chan 81	APP CRS 040°	Rwy Idg N/A TDZE N/A Apt Elev 1299

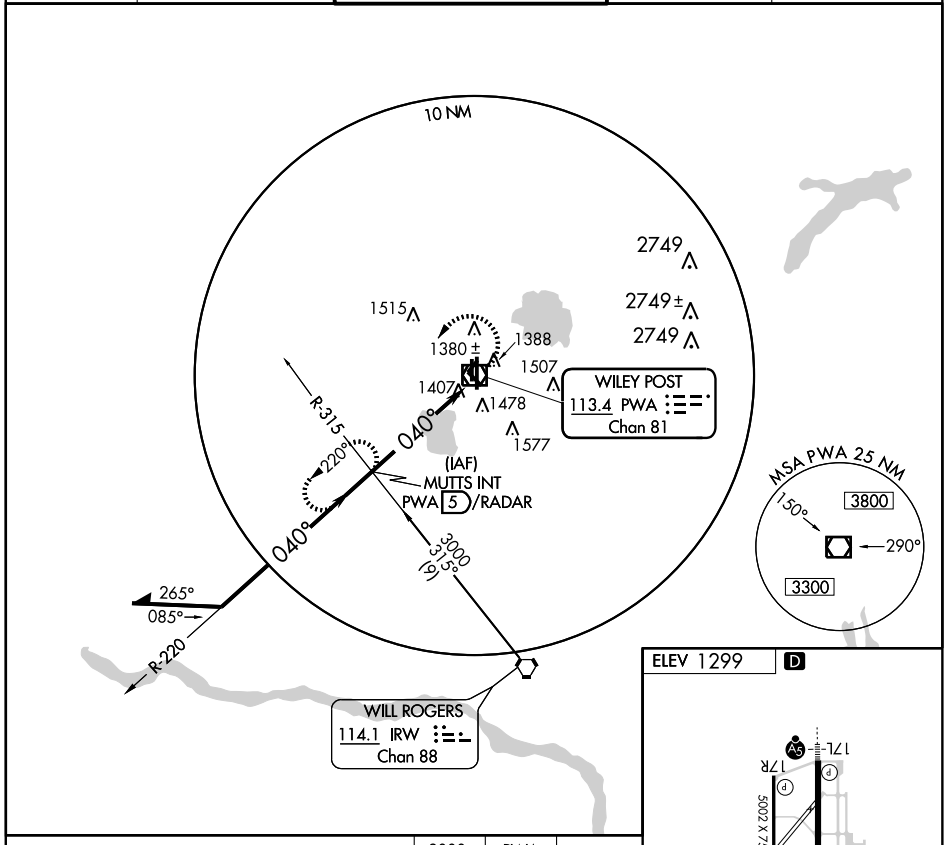
VOR-A

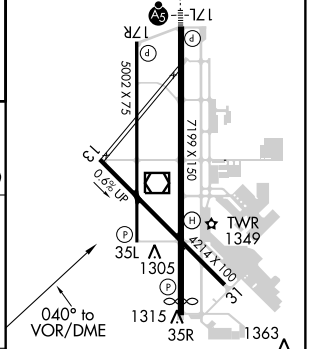
OKLAHOMA CITY/ WILEY POST (PWA)

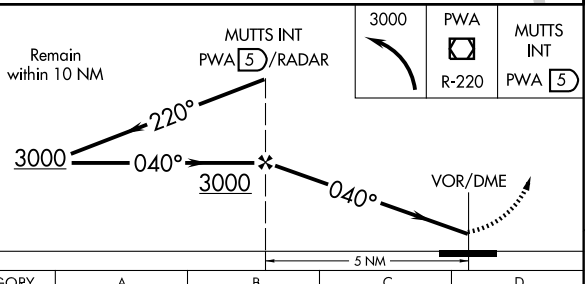
ASR

MISSED APPROACH: Climbing left turn to 3000 via PWA VOR/DME R-220 to MUTTS Int and hold.

ATIS	OKE CITY APP CON	WILEY POST TOWER ★	GND CON	UNICOM
128.725	124.6 266.8	126.9 (CTAF) L 306.9	121.7	122.95







CATEGORY	A	B	C	D
CIRCLING	1780-1	481 (500-1)	1780-1½ 481 (500-1½)	1880-2 581 (600-2)

MIRL Rwys 13-31 and 17R-35L
HIRL Rwy 17L-35R L

SC-1, 14 JAN 2010 to 11 FEB 2010

VOR/DME PWA	APP CRS	Rwy Idg	6844
113.4	176°	TDZE	1290
Chan 81		Apt Elev	1299

VOR RWY 17L

OKLAHOMA CITY/ WILEY POST (PWA)

ASR *Radar fix in lieu of MCLAN INT will be provided on pilot request. Cat D S-17L visibility increased ¼ mile for inoperative MALSR.

MALSR

MISSED APPROACH: Climb to 3000 direct IRW VORTAC.

ATIS	OKE CITY APP CON	WILEY POST TOWER ★	GND CON	UNICOM
128.725	124.6 266.8	126.9 (CTAF) L 306.9	121.7	122.95

KINGFISHER 114.7 IFI Chan 94

R-112

R-356

131°

311°

176°

(IAF)

*MCLAN INT

PWA 5.6

OM

2749

2749

2749±

2749

1515 1380± MM

1388

1507

1407 1478

1473 1577

WILEY POST 113.4 PWA Chan 81

MSA PWA 25 NM

150°

290°

3800

3300

10 NM

2800 to Mclan Int

348°

(16.1)

WILL ROGERS 114.1 IRW Chan 88

ELEV 1299

D

176° to VOR/DME

TDZE 1290

17L

17R

5000 X 75

7199 X 150

0.6% UP

TWR 1349

35L 1305

4214 X 100

1315 35R

1363

3000

IRW 114.1

*MCLAN INT

PWA 5.6

Remain within 10 NM

356°

176°

2800

2800

VOR/DME

2.81°

TCH 54

0.7

4.9 NM

CATEGORY	A	B	C	D
S17L	1640-½ 350 (400-½)			1640-1 350 (400-1)
CIRCLING	1780-1 481 (500-1)		1780-1½ 481 (500-1½)	1880-2 581 (600-2)

MIRL Rwys 13-31 and 17R-35L

HIRL Rwy 17L-35R L

SC-1, 14 JAN 2010 to 11 FEB 2010

VOR/DME PWA 113.4 Chan 81	APP CRS 348°	Rwy Idg 6844 TDZE 1299 Apt Elev 1299

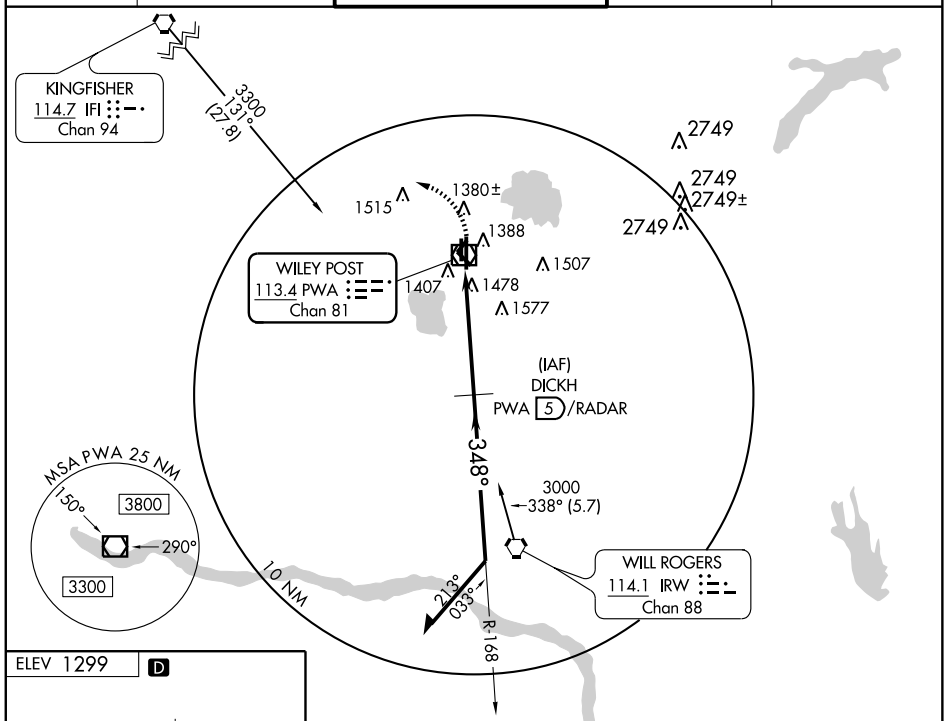
VOR RWY 35R

OKLAHOMA CITY/ WILEY POST (PWA)

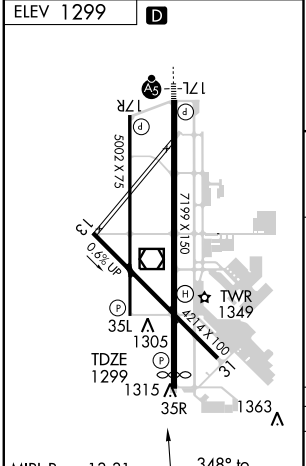
ASR

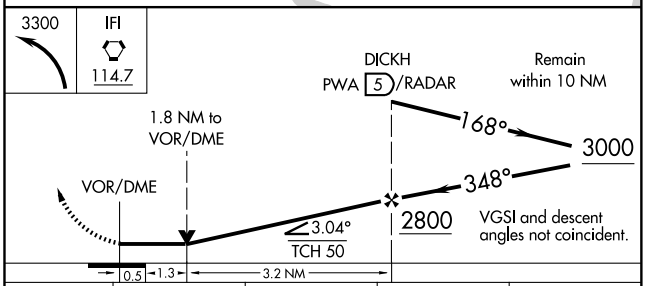
MISSED APPROACH: Climbing left turn to 3300 direct IFI VORTAC.

ATIS	OKE CITY APP CON	WILEY POST TOWER ★	GND CON	UNICOM
128.725	124.6 266.8	126.9 (CTAF) L 306.9	121.7	122.95



RADAR or DME REQUIRED





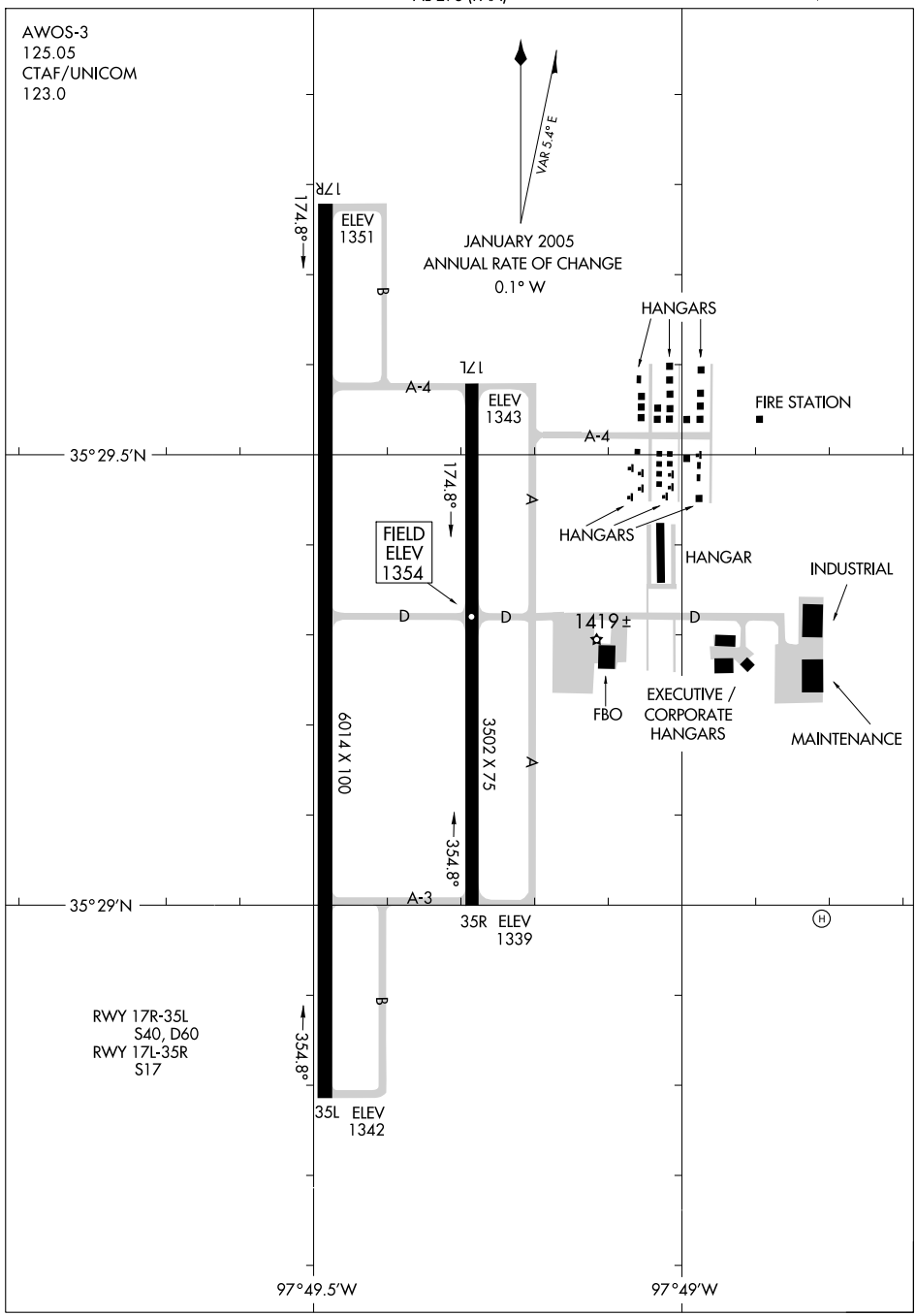
CATEGORY	A	B	C	D
S-35R	1740-1 441 (500-1)		1740-1¼ 441 (500-1¼)	1740-1½ 441 (500-1½)
CIRCLING	1780-1 481 (500-1)		1780-1½ 481 (500-1½)	1880-2 581 (600-2)

SC-1, 14 JAN 2010 to 11 FEB 2010

09295

AIRPORT DIAGRAM

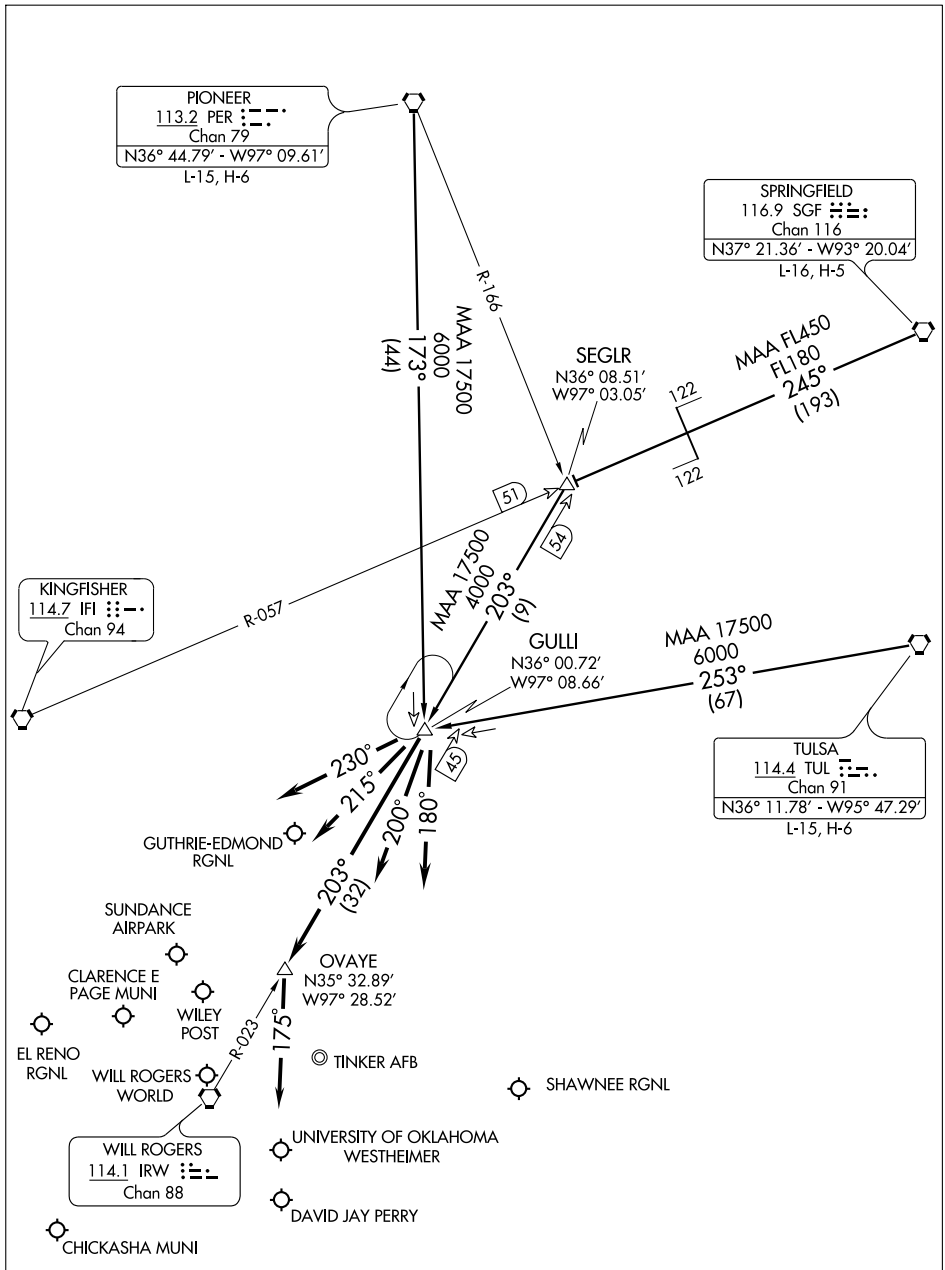
OKLAHOMA CITY/CLARENCE E. PAGE MUNI (RCE)
AL-298 (FAA)
OKLAHOMA CITY, OKLAHOMA



SC-1, 14 JAN 2010 to 11 FEB 2010

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA



NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

GULLI ONE ARRIVAL (GULLI.GULLI1)

ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .
SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .
TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

SC-1, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	6014
CH 42701	173°	TDZE	1351
W17A		Apt Elev	1354

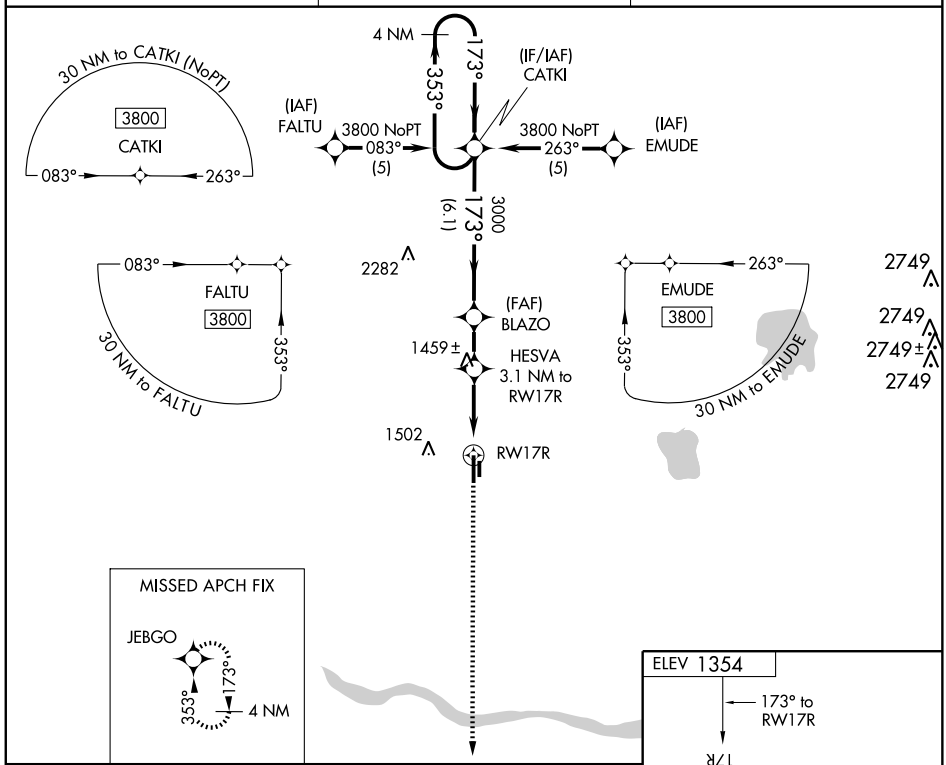
RNAV (GPS) RWY 17R

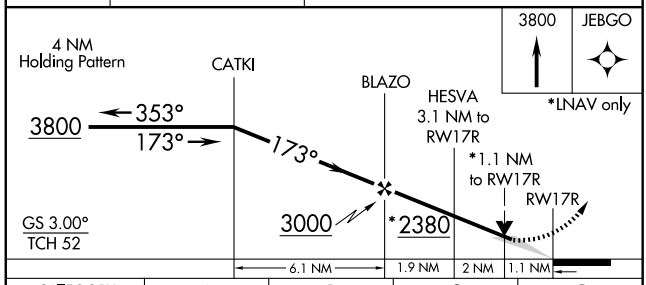
OKLAHOMA CITY/CLARENCE E. PAGE MUNI (RCE)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Wiley Post altimeter setting and increase all DA 29 feet and all MDA 40 feet and increase LPV all Cats visibility ¼ mile. VDP NA when using Wiley Post altimeter setting.

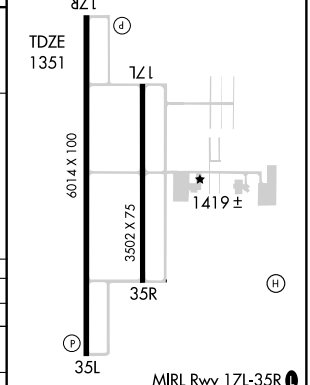
MISSED APPROACH: Climb to 3800 direct JEBGO and hold.

AWOS-3	OKE CITY APP CON	UNICOM
125.05	124.6 266.8	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1601-¾ 250 (300-¾)			NA
LNAV MDA	1760-1 409 (500-1)		1760-1¼ 409 (500-1¼)	NA
CIRCLING	1800-1 446 (500-1)	1820-1 466 (500-1)	1820-1½ 466 (500-1½)	NA



SC-1, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	6014
CH 86901	353°	TDZE	1350
W35A		Apt Elev	1354

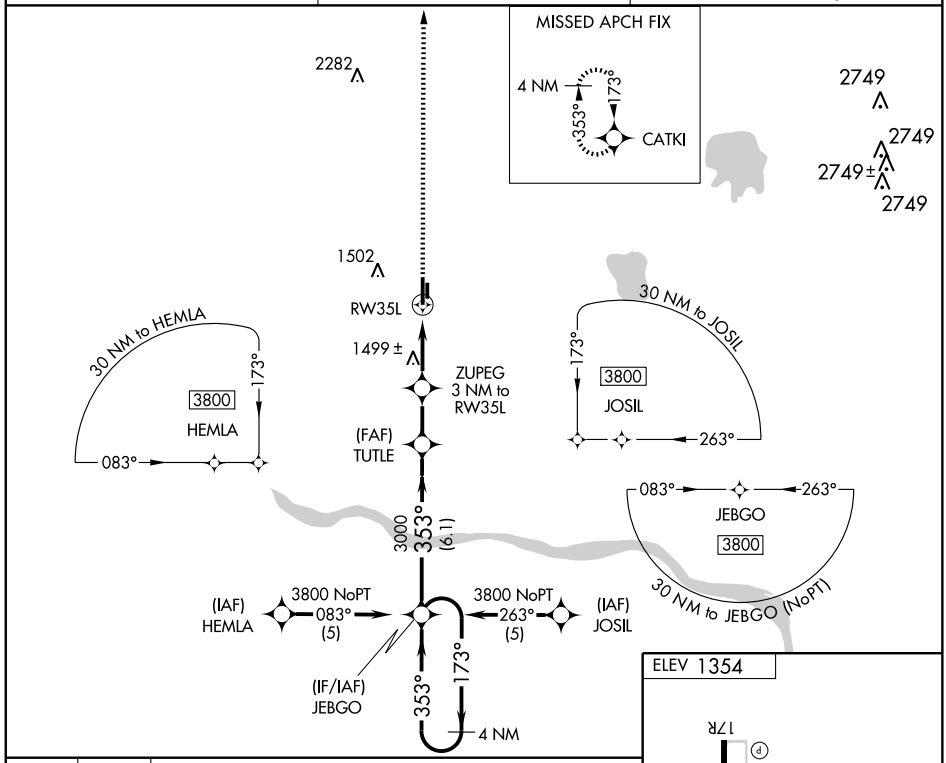
RNAV (GPS) RWY 35L

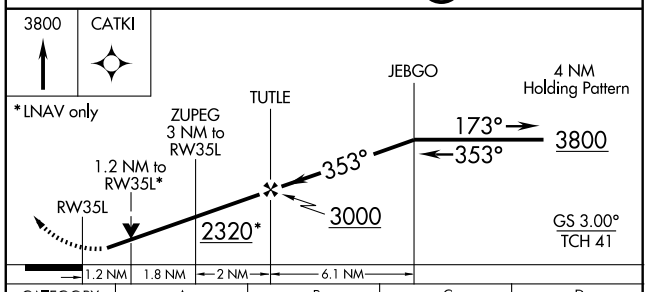
OKLAHOMA CITY/CLARENCE E. PAGE MUNI (RCE)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wiley Post altimeter setting and increase all DA 29 feet and all MDA 40 feet and increase LPV all Cats visibility ¼ mile. VDP NA when using Wiley Post altimeter setting.

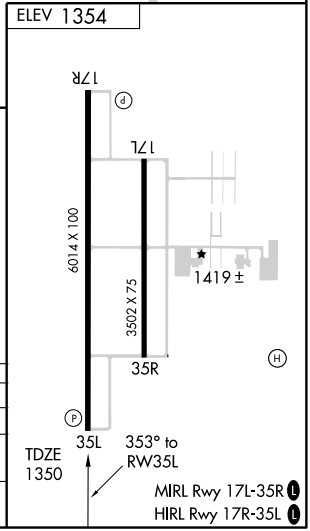
MISSED APPROACH: Climb to 3800 direct CATKI and hold.

AWOS-3	OKE CITY APP CON	UNICOM
125.05	124.6 266.8	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1651-1 301 (300-1)			NA
LNAV MDA	1760-1 410 (500-1)		1760-1¼ 410 (500-1¼)	NA
CIRCLING	1800-1 446 (500-1)	1820-1 466 (500-1)	1820-1½ 466 (500-1½)	NA



SC-1, 14 JAN 2010 to 11 FEB 2010

VORTAC IRW	APP CRS	Rwy Idg	N/A
114.1	300°	TDZE	N/A
Chan 88		Apt Elev	1354

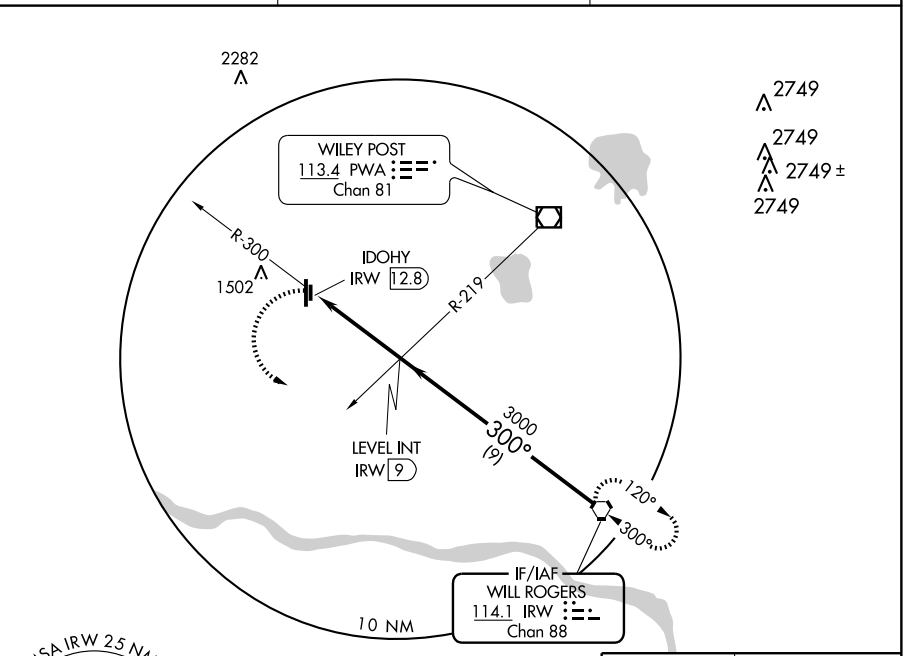
VOR-B

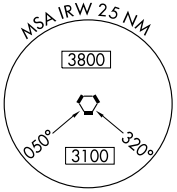
OKLAHOMA CITY/CLARENCE E. PAGE MUNI (RCE)

When local altimeter setting not received, use Wiley Post altimeter setting and increase all MDA 40 feet.

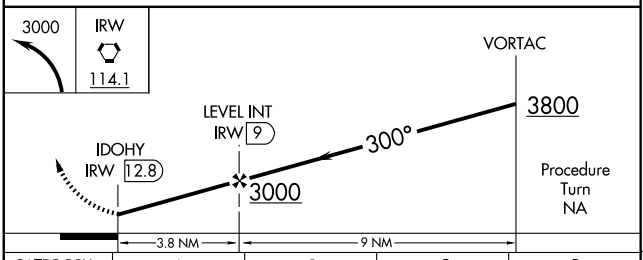
MISSED APPROACH: Climbing left turn to 3000 direct IRW VORTAC and hold.

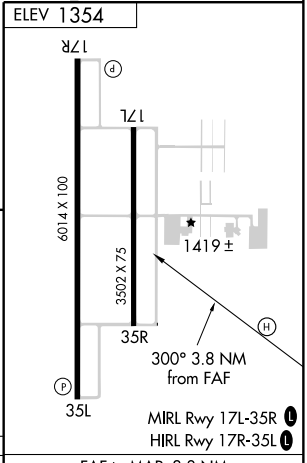
AWOS-3	OKE CITY APP CON	UNICOM
125.05	124.6 266.8	123.0 (CTAF) L





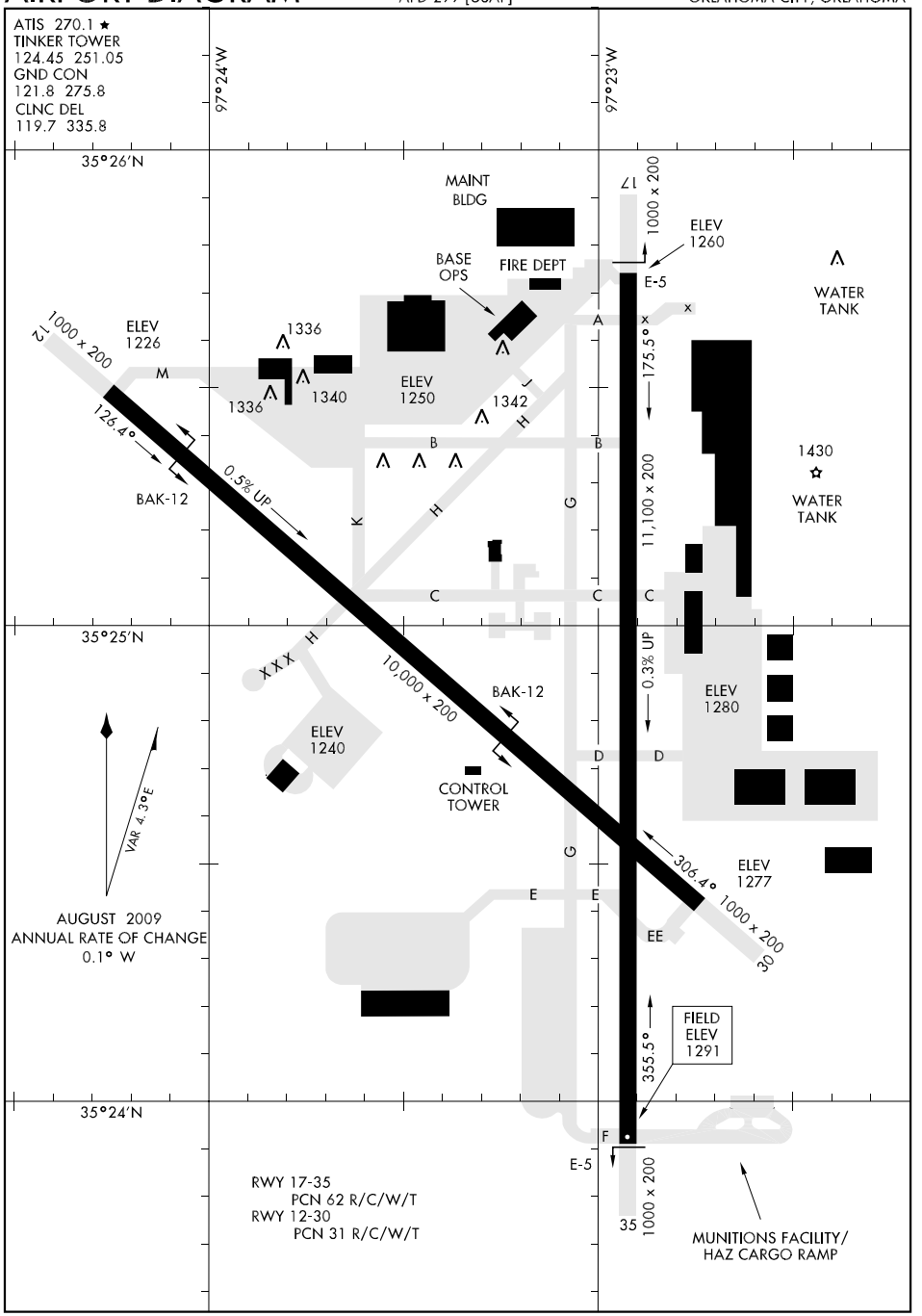
Procedure NA for arrival at IRW VORTAC on airway radials 241 CW 292.





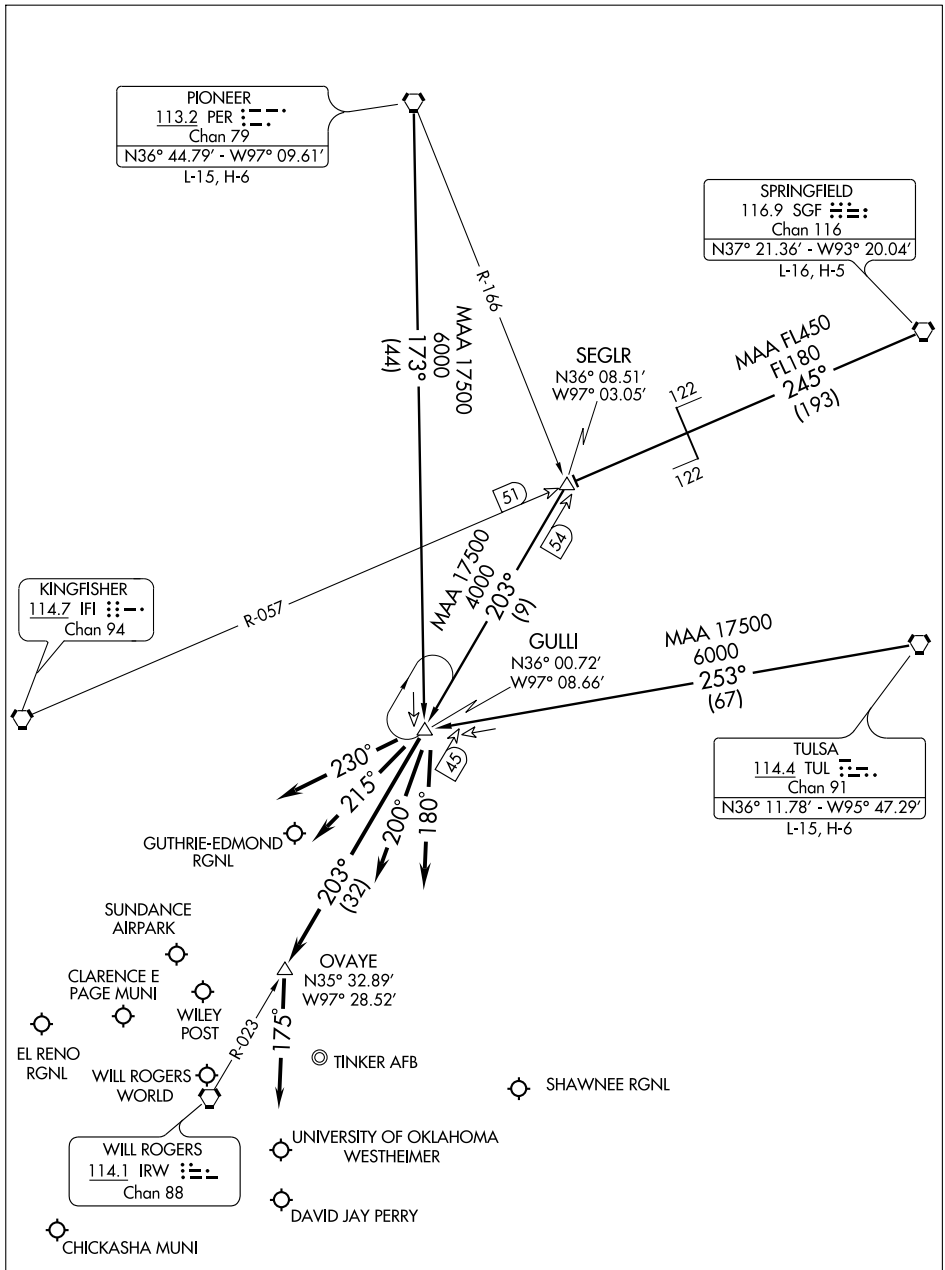
CATEGORY	A	B	C	D
CIRCLING	1860-1	506 (600-1)	1860-1½ 506 (600-1½)	NA

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16


ATIS 270.1 ★
TINKER TOWER
124.45 251.05
GND CON
121.8 275.8
CLNC DEL
119.7 335.8
97°24'W
97°23'W
35°26'N
35°25'N
35°24'N
MAINT BLDG
FIRE DEPT
BASE OPS
ELEV 1260
1000 x 200
E-5
WATER TANK
ELEV 1226
1000 x 200
126.4°
BAK-12
0.5% UP
1336
1340
ELEV 1250
1342
175.5°
11,100 x 200
1430
WATER TANK
10,000 x 200
BAK-12
0.3% UP
ELEV 1280
ELEV 1240
CONTROL TOWER
306.4°
1000 x 200
ELEV 1277
VAR 4.3°E
AUGUST 2009
ANNUAL RATE OF CHANGE
0.1° W
355.5°
FIELD ELEV 1291
RWY 17-35
PCN 62 R/C/W/T
RWY 12-30
PCN 31 R/C/W/T
35
MUNITIONS FACILITY/
HAZ CARGO RAMP

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA



NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

GULLI ONE ARRIVAL (GULLI.GULLI1)

ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .
SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .
TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

SC-1, 14 JAN 2010 to 11 FEB 2010

HI-ILS RWY 17

TINKER AFB (KTIK)

LOC I-FRJ	APCH CRS	Rwy Idg 11,100 / TDZE 1267 / Arpt Elev 1291
111.3	175°	AL-299 [USAF]

* When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.
** CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

SALS A2

MISSED APPROACH: Climb to 4000 on TIK TACAN R-174 to 15 DME and hold.

ATIS ★	OKE CITY APP CON	TINKER TOWER	GND CON	CLNC DEL	ASR
270.1	124.2 336.4	124.45 251.05	121.8 275.8	119.7 335.8	

***When ALS inop, increase CAT CDE vis by ¼ mile.

DME required for localizer only approach. Localizer unusable from TIK 0.1 DME to rwy threshold.

Max holding 230 KIAS

(IAF) ELLIS TIK 20

ANNNA TIK 15 / TIK 12

GEAST TIK 15

LOTTT TIK 5.1

WILL ROGERS 114.1 IRW Chan 88

TINKER Chan 105 TIK

LOCALIZER 111.3 I-FRJ

MSA TIK 25 NM: 4000 / 2800 / 3200

EMERG SAFE ALT 100 NM 4700

Max holding 230 KIAS

4000 TIK R-174 / TIK 15

LOTTT IRW R-042 TIK 5.1 — TIK 12 — ANNNA Intcp Lczr — GEAST TIK 15 — ELLIS TIK R-026 20

TACAN TIK 0.3

0.8 — 4.8 NM

ELEV 1291

175° 5.6 NM from FAF

TDZE 1267

HIRL Rwy 17-35, 12-30

CATEGORY	C	D	E
S-ILS 17	1467/40 200 (200-¾)		
S-LOC 17 *	1720/50 453 (500-1)	1720/60 453 (500-1¼)	
CIRCLING **	1880-1½ 589 (600-1½)	1980-2¼ 689 (700-2¼)	2040-2¾ 749 (800-2¾)
S-ASR 17 ***	2000-1¾ 733 (800-1¾)	2000-2 733 (800-2)	2000-2¼ 733 (800-2¼)

FAF to MAP 4.8 NM					
Knots	120	140	160	180	200
Min:Sec	2:24	2:03	1:48	1:36	1:26

SC-1, 14 JAN 2010 to 11 FEB 2010

HI-ILS RWY 35

LOC I-TIK	APCH CRS	Rwy ldg 11,100 / TDZE 1291 / Arpt Elev 1291
109.5	355°	AL-299 [USAF]

TINKER AFB (KTIK)

* When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT C RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

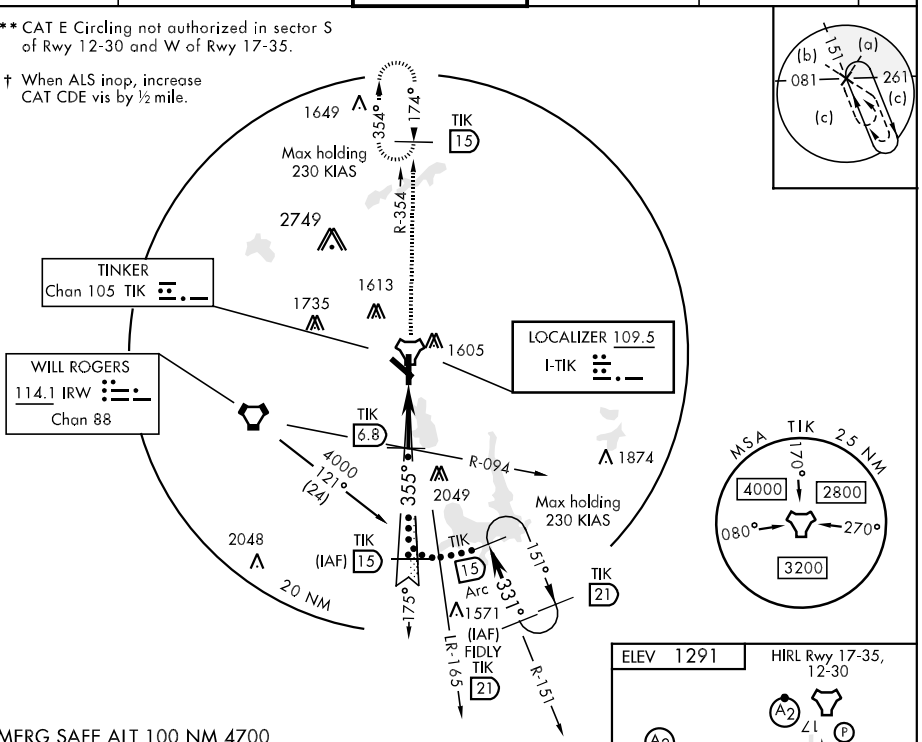
ALSF-1

MISSED APPROACH: Climb to 4000 on the TIK TACAN R-354 to 15 DME and hold.

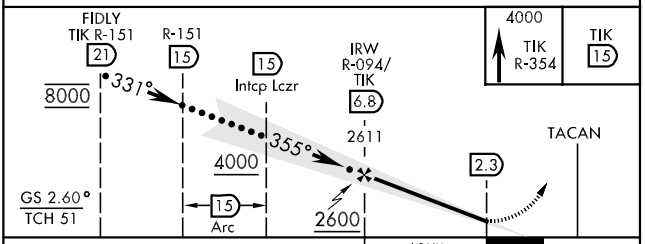
ATIS ★	OKE CITY APP CON	TINKER TOWER	GND CON	CLNC DEL	ASR
270.1	120.45 288.325	124.45 251.05	121.8 275.8	119.7 335.8	

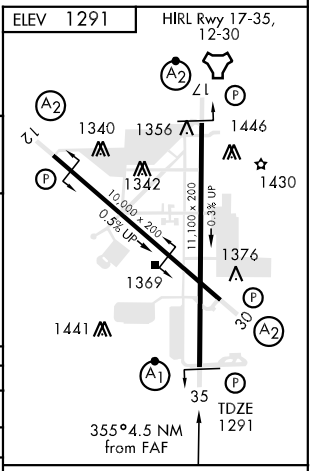
*** CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

† When ALS inop, increase CAT CDE vis by ½ mile.



EMERG SAFE ALT 100 NM 4700





CATEGORY	C	D	E
S-ILS 35 *	1491/24	200 (200-½)	
S-LOC 35 **	1640/40	349 (400-¾)	
CIRCLING ***	1880-1½ 589 (600-1½)	1980-2¼ 689 (700-2¼)	2040-2¾ 749 (800-2¾)
S-ASR 35 †	1940/60 649 (700-1¼)	1940-1½ 649 (700-1½)	1940-1¾ 649 (700-1¾)

FAF to MAP 4.5 NM

Knots	120	140	160	180	200
Min:Sec	2:15	1:56	1:41	1:30	1:21

SC-1, 14 JAN 2010 to 11 FEB 2010

HI-TACAN RWY 17

TACAN TIK Chan 105	APCH CRS 172°	Rwy ldg 11,100 TDZE 1267 Arpt Elev 1291	AL-299 [USAF]	TINKER AFB (KTIK)

* CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35. When VGSI inop, circling to Rwy 30 at night NA.

** When ALS inop, increase CAT CDE vis by ¼ mile.

SALS A2

MISSED APPROACH: Climb to 4000 on TIK TACAN R-172 to 15 DME and hold.

ATIS ★	OKE CITY APP CON	TINKER TOWER	GND CON	CLNC DEL	ASR
270.1	124.2 336.4	124.45 251.05	121.8 275.8	119.7 335.8	

Straight-in minimum visibility increased to no light minimum due to offset final approach course.

Max holding 230 KIAS

R-026 1553

R-352 LR-360 1649

CAROO TIK 15

TIK 15 Arc

026° 206°

TIK (IAF) 20 ELLIS 8000

TIK 15 GEASTT 1344

172°

2749

TIK 5.1

R-042

CAUTION: Final approach course offset 711' left of rwy extended centerline 3000' from threshold.

WILL ROGERS 114.1 IRW Chan 88

1735 1613 1605

TINKER Chan 105 TIK

4000 039° (31) 1881

2049 1874

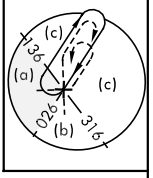
2048

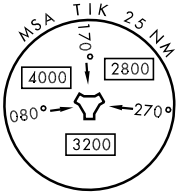
TIK 15 1565

20 NM

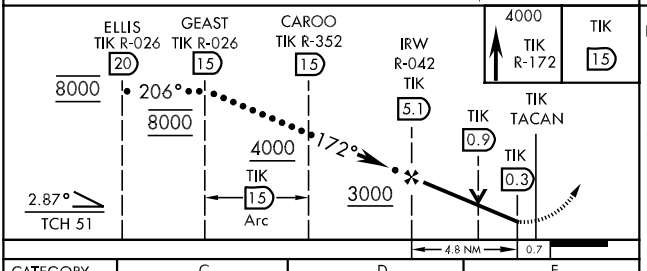
172° 352° R-172

Max holding 230 KIAS





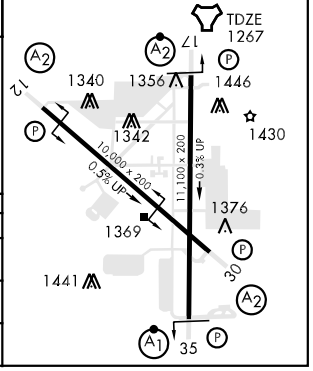
EMERG SAFE ALT 100 NM 4700



ELEV 1291

172° 5.5 NM from FAF

HIRL Rwy 17-35, 12-30



CATEGORY	C	D	E
S-17	1720/60 453 (500-1¼)	1720-1½ 453 (500-1½)	
CIRCLING *	1880-1½ 589 (600-1½)	1980-2¼ 689 (700-2¼)	2040-2¾ 749 (800-2¾)
S-ASR 17**	2000-1¾ 733 (800-1¾)	2000-2 733 (800-2)	2000-2¼ 733 (800-2¼)

HI-TACAN RWY 35

TACAN TIK Chan 105	APCH CRS 354°	Rwy ldg 11,100 TDZE 1291 Arpt Elev 1291

AL-299 [USAF]

TINKER AFB (KTIK)

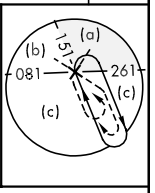
▼ * When ALS inop, increase CAT CDE vis by ½ mile.
** CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35. When VGSI inop, circling to Rwy 30 NA at night.

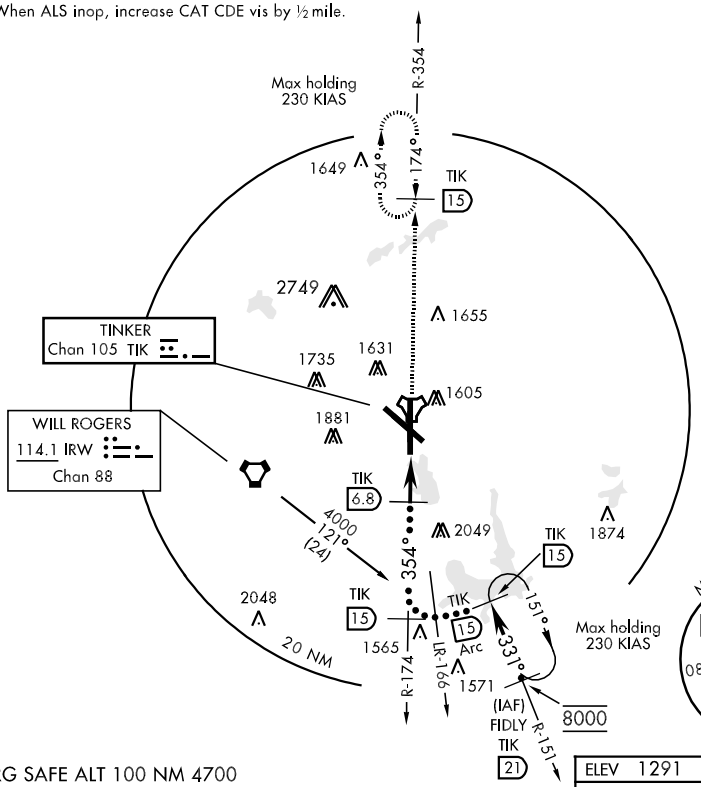
ALSF-1

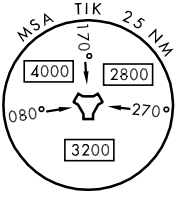
MISSED APPROACH: Climb to 4000 on TIK TACAN R-354 to 15 DME and hold.

ATIS★	OKE CITY APP CON	TINKER TOWER	GND CON	CLNC DEL	ASR
270.1	120.45 288.325	124.45 251.05	121.8 275.8	119.7 335.8	

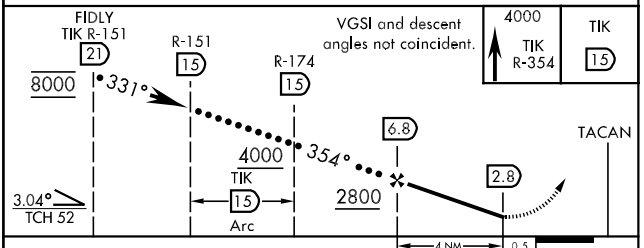
*** When ALS inop, increase CAT CDE vis by ½ mile.

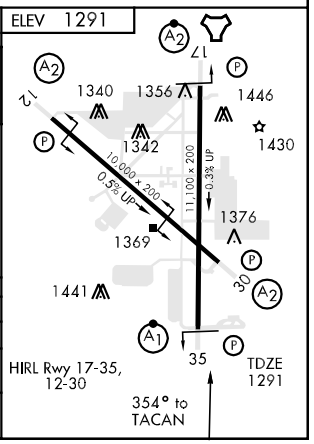






EMERG SAFE ALT 100 NM 4700





CATEGORY	C	D	E
S-35 *	1800/50 509 (600-1)		1800-1¼ 509 (600-1¼)
CIRCLING **	1880-1½ 589 (600-1½)	1980-2¼ 689 (700-2¼)	2040-2¾ 749 (800-2¾)
S-ASR 35***	1940/60 649 (700-1¼)	1940-1½ 649 (700-1½)	1940-1¾ 649 (700-1¾)

ILS RWY 17

LOC I-FRJ	APCH CRS	Rwy ldg 11,100 TDZE 1267 Arpt Elev 1291	AL-299 [USAF]	TINKER AFB (KTIK)
111.3	175°			

* When ALS inop, increase CAT AB RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

SALS (A2)

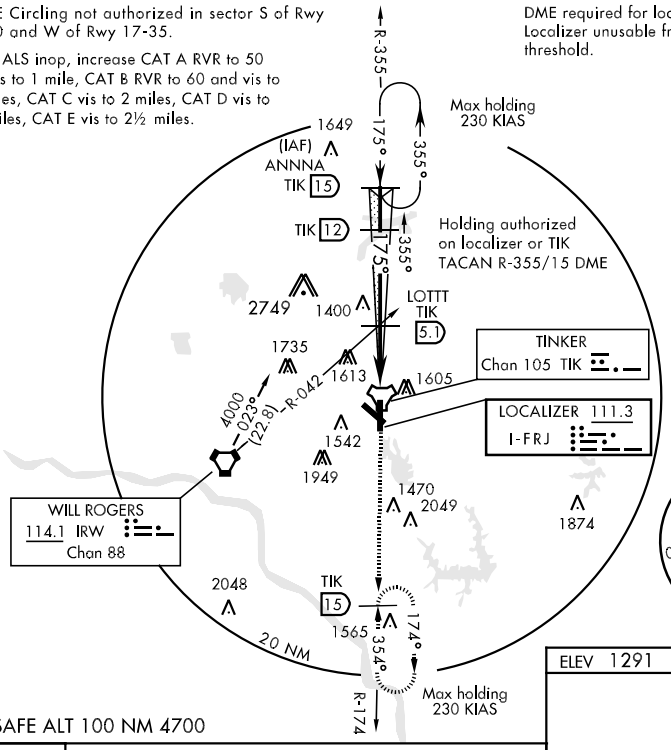
MISSED APPROACH: Climb to 4000 on TIK TACAN R-174 to 15 DME and hold.

ATIS ★	OKE CITY APP CON	TINKER TOWER	GND CON	CLNC DEL	ASR
270.1	124.2 336.4	124.45 251.05	121.8 275.8	119.7 335.8	

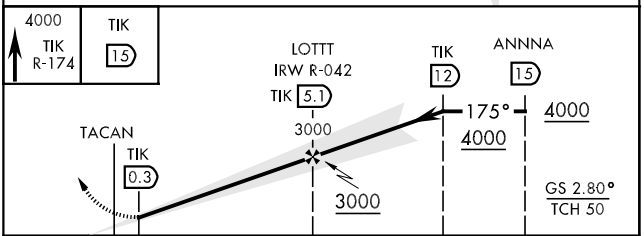
*** CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

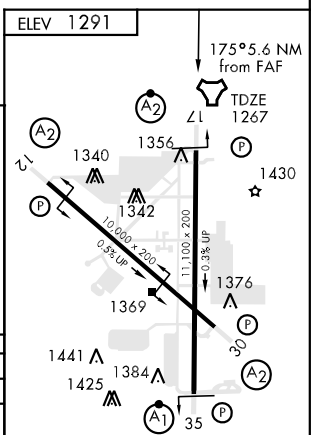
† When ALS inop, increase CAT A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 1¼ miles, CAT C vis to 2 miles, CAT D vis to 2¼ miles, CAT E vis to 2½ miles.

DME required for localizer only approach. Localizer unusable from TIK 0.1 DME to rwy threshold.



EMERG SAFE ALT 100 NM 4700





CATEGORY	A	B	C	D	E
S-ILS 17 *	1467/24 200 (200-½)		1467/40 200 (200-¾)		
S-LOC 17 **	1720/40 453 (500-¾)		1720/50 453 (500-1)	1720/60 453 (500-1¼)	
CIRCLING ***	1880-1 589 (600-1)		1880-1½ 589 (600-1½)	1980-2¼ 689 (700-2¼)	2040-2¾ 749 (800-2¾)
S-ASR 17 †	2000/40 733 (800-¾)	2000/50 733 (800-1)	2000-1¾ 733 (800-1¾)	2000-2 733 (800-2)	2000-2¼ 733 (800-2¼)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

ILS RWY 35

LOC I-TIK	APCH CRS	Rwy ldg 11,100 TDZE 1291 Arpt Elev 1291	AL-299 [USAF]	TINKER AFB (KTIK)
109.5	355°			

▼ * When ALS inop, increase CAT ABCDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ mile.

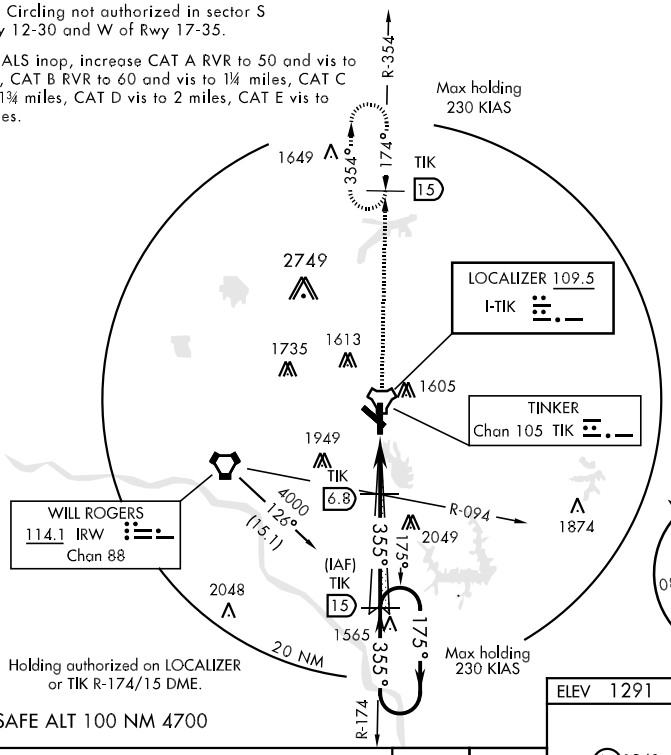
ALSF-1 (A1)

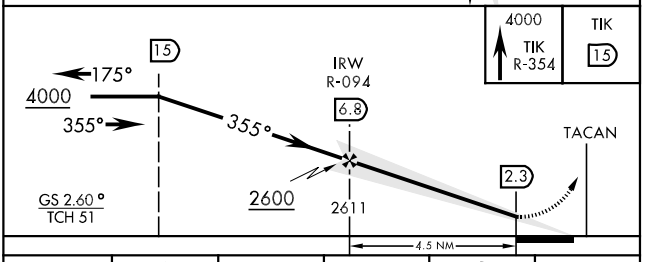
MISSED APPROACH: Climb to 4000 on TIK TACAN R-354 to 15 DME and hold.

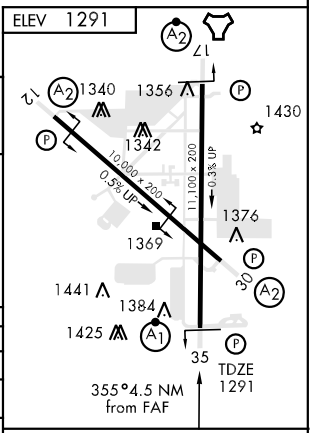
ATIS ★	OKE CITY APP CON	TINKER TOWER	GND CON	CLNC DEL	ASR
270.1	124.2 336.4	124.45 251.05	121.8 275.8	119.7 335.8	

*** CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

† When ALS inop, increase CAT A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 1¼ miles, CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.







CATEGORY	A	B	C	D	E
S-ILS 35 *	1491/24		200	(200-½)	
S-LOC 35**	1640/24 349 (400-½)		1640/40 349 (400-¾)		
CIRCLING***	1880-1 589 (600-1)		1880-1½ 589 (600-1½)	1980-2¼ 689 (700-2¼)	2040-2¾ 749 (800-2¾)
S-ASR 35 †	1940/24 649 (700-½)	1940/40 649 (700-¾)	1940/60 649 (700-1¼)	1940-1½ 649 (700-1½)	1940-1¾ 649 (700-1¾)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SC-1, 14 JAN 2010 to 11 FEB 2010

LOC/DME RWY 30

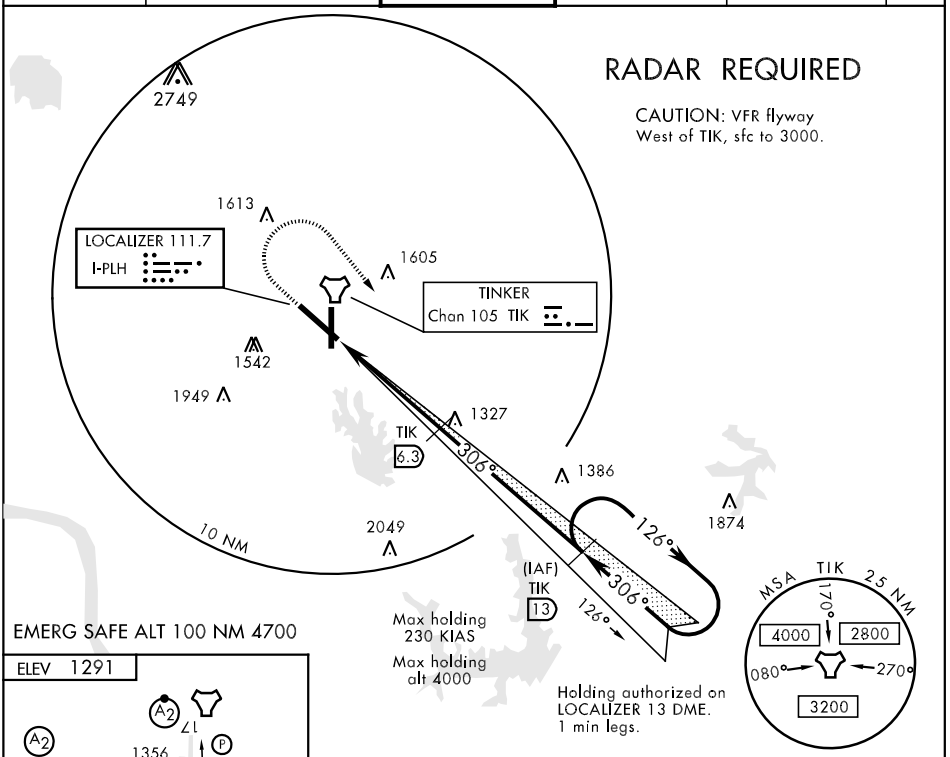
LOC I-PLH	APCH CRS	Rwy ldg 10,000 TDZE 1276 Arpt Elev 1291	AL-299 [USAF]	TINKER AFB (KTIK)
111.7	306°			

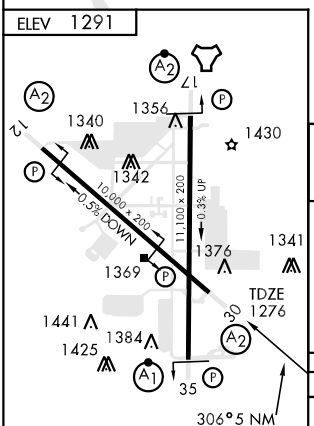
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½.
** CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

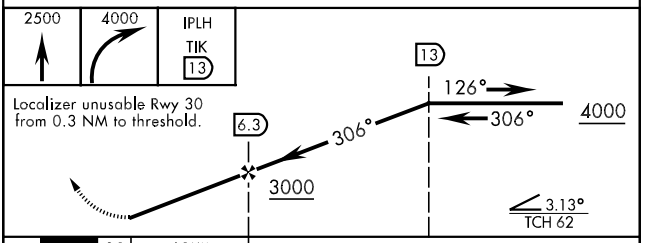
SALS (A2)

MISSED APPROACH: Climb straight ahead to 2500, then turn right to 4000 direct I-PLH and TIK 13 DME and hold.

ATIS ★	OKE CITY APP CON	TINKER TOWER	GND CON	CLNC DEL	ASR
270.1	120.45 288.325	124.45 251.05	121.8 275.8	119.7 335.8	







FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

CATEGORY	A	B	C	D	E
S-LOC 30 *	1700/40 424 (500-¾)		1700/50 424 (500-1)		1700/60 424 (500-1¼)
CIRCLING **	1880-1 589 (600-1)		1880-1½ 589 (600-1½)	1980-2¼ 689 (700-2¼)	2040-2¾ 749 (800-2¾)

LOC RWY 12

LOC I-EVG	APCH CRS	Rwy ldg	TDZE	Arpt Elev
111.7	126°	10,000	1241	1291

AL-299 [USAF]

TINKER AFB (KTIK)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

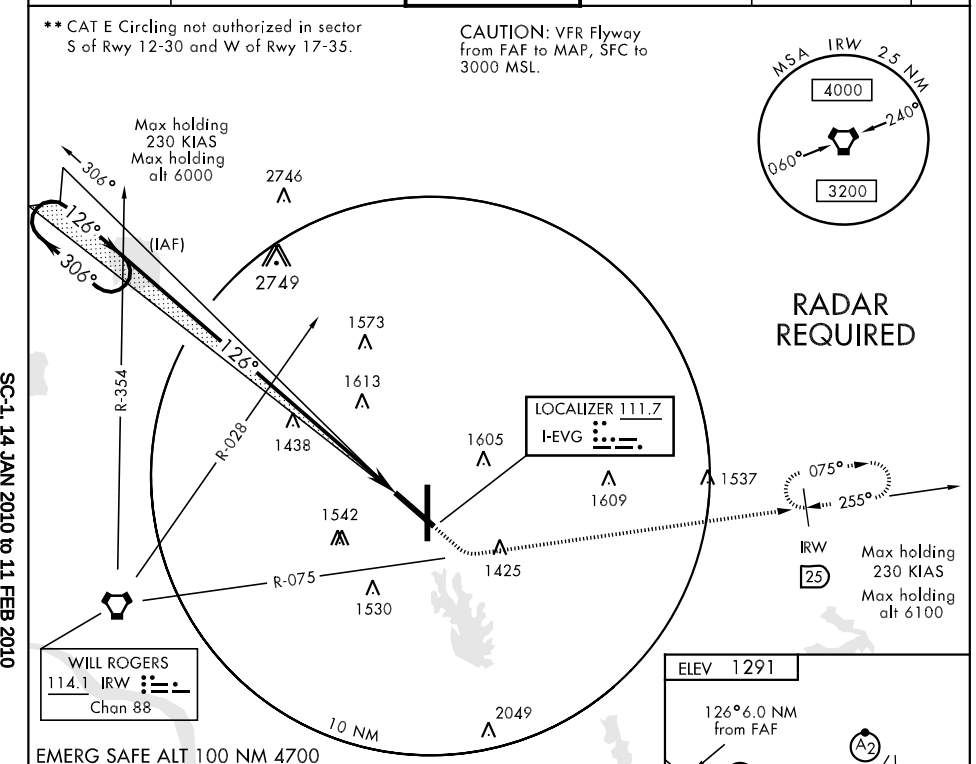
SALS (A2)

MISSED APPROACH: Climb straight ahead to 2500, then left turn to intercept IRW R-075 to 25 DME and hold at 3000.

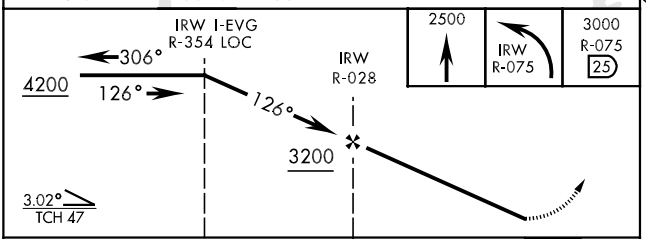
ATIS ★	OKE CITY APP CON	TINKER TOWER	GND CON	CLNC DEL	ASR
270.1	120.45 288.325	124.45 251.05	121.8 275.8	119.7 335.8	

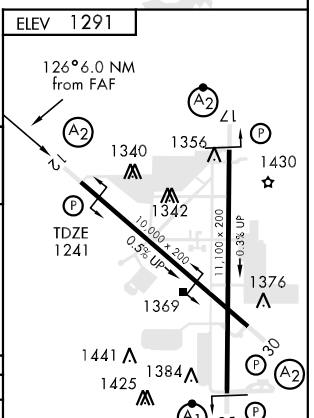
** CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

CAUTION: VFR Flyway from FAF to MAP, SFC to 3000 MSL.



EMERG SAFE ALT 100 NM 4700





CATEGORY	A	B	C	D	E
S-12 *	1740/40	499 (500-¾)	1740/50 499 (500-1)	1740/60 499 (500-1¼)	1740-1½ 499 (500-1½)
CIRCLING **	1880-1	589 (600-1)	1880-1½ 589 (600-1½)	1980-2¼ 689 (700-2¼)	2040-2¾ 749 (800-2¾)

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

OKLAHOMA CITY, OKLAHOMA

35°25'N-97°23'W

TINKER AFB (KTIK)

Orig 09211

LOC RWY 12

SC-1, 14 JAN 2010 to 11 FEB 2010

TACAN RWY 17

TACAN TIK Chan 105	APCH CRS 172°	Rwy ldg 11,100 TDZE 1267 Arpt Elev 1291

AL-299 [USAF]

TINKER AFB (KTIK)

* CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

SALS A2

MISSED APPROACH: Climb to 4000 on TIK TACAN R-172 to 15 DME and hold.

ATIS ★	OKE CITY APP CON	TINKER TOWER	GND CON	CLNC DEL	ASR
270.1	124.2 336.4	124.45 251.05	121.8 275.8	119.7 335.8	

** When ALS inop, increase CAT A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 1¼ miles, CAT C vis to 2 miles, CAT D vis to 2¼ miles, CAT E vis to 2½ miles.

Straight-in minimum visibility increased to no light minimum due to offset final approach course.

Max holding 230 KIAS

R-352 172° 352°

1649 (IAF) TIK

CAROO 15

CAUTION: Final approach course offset 710' left of rwy extended centerline 3000' from threshold.

2749 1400 CARAT TIK 5.1

1735 1613 1605

4000 022° (22.5) R-042

TINKER Chan 105 TIK

1949 1470 2049 1874

WILL ROGERS 114.1 IRW Chan 88

NIDUE TIK 15

2048 20 NM 1565

172° 352°

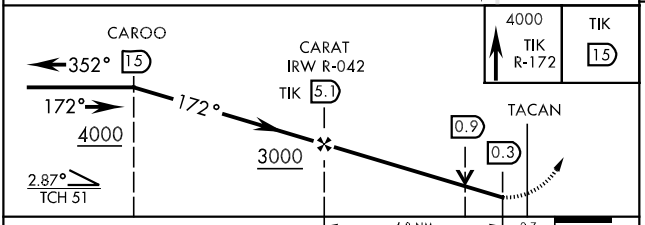
Max holding 230 KIAS

R-172

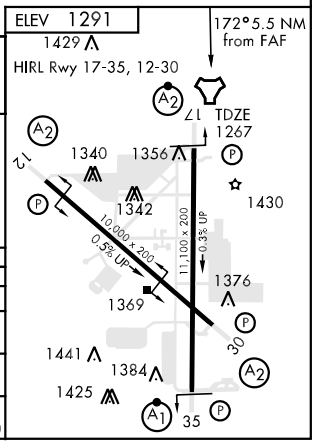
MSA TIK 25 NM

170° 4000 2800 080° 270° 3200

EMERG SAFE ALT 100 NM 4700



4000 TIK R-172 TIK 15



CATEGORY	A	B	C	D	E
S-17	1720/50	453 (500-1)	1720/60 453 (500-1¼)	1720-1½ 453 (500-1½)	
CIRCLING *	1880-1	589 (600-1)	1880-1½ 589 (600-1½)	1980-2¼ 689 (700-2¼)	2040-2¾ 749 (800-2¾)
S-ASR 17 **	2000/40 733 (800-¾)	2000/50 733 (800-1)	2000-1¾ 733 (800-1¾)	2000-2 733 (800-2)	2000-2¼ 733 (800-2¼)

TACAN RWY 35

TACAN TIK Chan 105	APCH CRS 354°	Rwy ldg 11,100 TDZE 1291 Arpt Elev 1291	AL-299 [USAF]	TINKER AFB (KTIK)

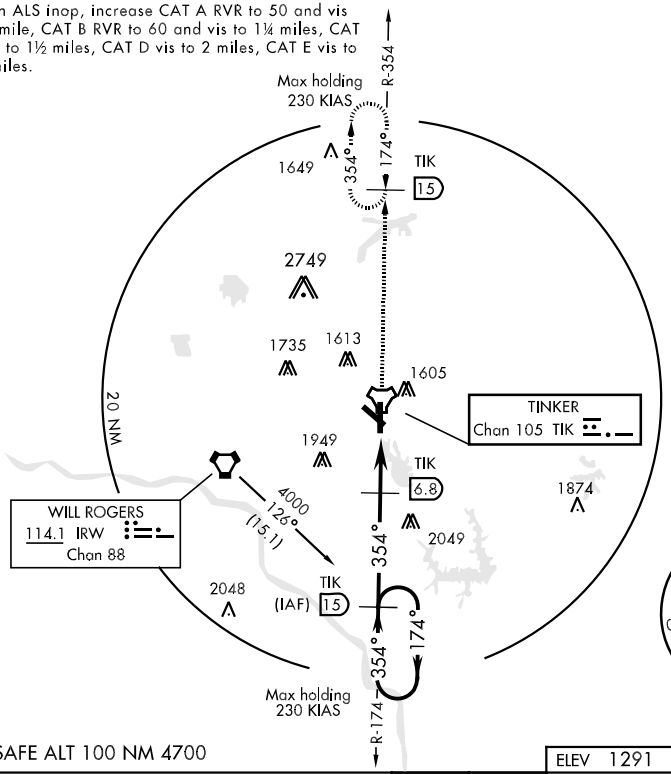
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CDE increase vis by ½ mile.
** CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

ALSF-1 (A1)

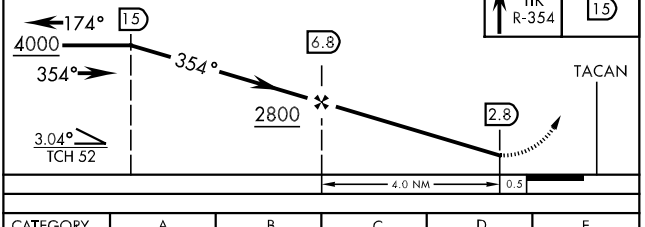
MISSED APPROACH: Climb to 4000 on TIK TACAN R-354 to 15 DME and hold.

ATIS ★	OKE CITY APP CON	TINKER TOWER	GND CON	CLNC DEL	ASR
270.1	124.2 336.4	124.45 251.05	121.8 275.8	119.7 335.8	

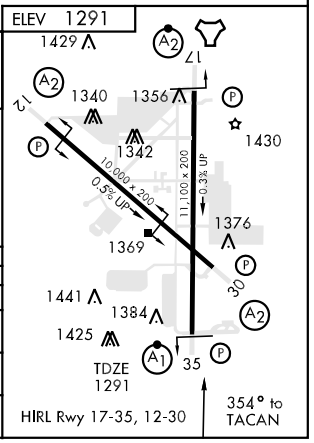
*** When ALS inop, increase CAT A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 1¼ miles, CAT C vis to 1½ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.



EMERG SAFE ALT 100 NM 4700



4000 TIK R-354 / TIK 15



CATEGORY	A	B	C	D	E
S-35 *	1800/24	509 (600-½)	1800/50	509 (600-1)	1800/60 509 (600-1¼)
CIRCLING **	1880-1	589 (600-1)	1880-1½ 589 (600-1½)	1980-2¼ 689 (700-2¼)	2040-2¾ 749 (800-2¾)
S-ASR 35***	1940/24 649 (700-½)	1940/40 649 (700-¾)	1940/60 649 (700-1¼)	1940-1½ 649 (700-1½)	1940-1¾ 649 (700-1¾)

VOR/DME-A or TACAN-A

VORTAC IRW	APCH CRS	Rwy Idg	N/A
114.1	246°	TDZE	N/A
Chan 88		Arpt Elev	1291

AL-299 [USAF]

TINKER AFB (KTIK)

* CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

MISSED APPROACH: Climbing left turn to 3000, commence turn prior to IRW R-066/10 DME, then direct to IRW R-066/25 DME and hold.

ATIS ★	OKE CITY APP CON	TINKER TOWER	GND CON	CLNC DEL	ASR
270.1	120.45 288.325	124.45 251.05	121.8 275.8	119.7 335.8	

CAUTION: VFR flyway west of TIK, sfc to 3000

WILEY POST
113.4 PWA
Chan 81

WILL ROGERS
114.1 IRW
Chan 88

2746
2749
1613
1679
1535
1419
1609
1537
1629
1542
1688

PWA R-100
ZERMA IRW 17
IRW 10
246°
066°
R-066

(IAF) LABNE IRW 25

Max holding 230 KIAS

MSA IRW 25 NM
4000
3200
240°
060°

EMERG SAFE ALT 100 NM 4700

10 NM

Prior to IRW R-066 10 | 3000 | IRW R-066 25

LABNE IRW R-066 25 066° 3000

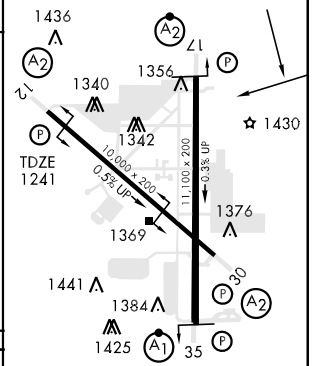
ZERMA PWA R-100 IRW 17 246°

IRW 12 2300

5 NM

ELEV 1291

246° 5 NM from FAF



CATEGORY	A	B	C	D	E
CIRCLING *	1920-1	629 (700-1)	1920-1¾ 629 (700-1¾)	1980-2¼ 689 (700-2¼)	2040-2¾ 749 (800-2¾)

HIRL Rwy 17-35, 12-30

SC-1, 14 JAN 2010 to 11 FEB 2010

VOR/DME RWY 12

VOR/DME PWA	APCH CRS	Rwy ldg 10,000 / TDZE 1241 / Arpt Elev 1291
113.4 Chan 81	110°	

AL-299 [USAF]

TINKER AFB (KTIK)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.
** CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

SALS (A2)

MISSED APPROACH: Climb to 3100 direct to PWA R-110/20 DME and hold.

ATIS ★	OKE CITY APP CON	TINKER TOWER	GND CON	CLNC DEL	ASR
270.1	120.45 288.325	124.45 251.05	121.8 275.8	119.7 335.8	

CAUTION: VFR flyway west of TIK, sfc to 3000'

Max holding 230 KIAS
Max holding alt 4000

290°
110°
R-290

2746
2749

PWA 8

110°
1613
1735

IAF
WILEY POST
113.4 PWA
Chan 81

1679
PWA 11
1542

R-033
10 NM

1605

Max holding 230 KIAS
110°
290°
R-110
PWA 20

WILL ROGERS
114.1 IRW
Chan 88

2049

MSA PWA 25 NM
150°
4000
290°
3400

SC-1, 14 JAN 2010 to 11 FEB 2010

EMERG SAFE ALT 100 NM 4700

PWA VOR/DME
290°
4000
110°
110°
3200
2100
3.05°
TCH 47

IRW R-033 PWA 8
PWA 11
PWA 13

5 NM
0.5

3100
PWA R-110
PWA R-110 20

ELEV 1291

110° 5.5 NM from FAF

1436
1356
1340
1342
1430
TDZE 1241
10,000 x 200
0.5% UP
11,100 x 200
0.3% UP
1376
1369
1441
1425
1384
30
35
A1
A2
P

CATEGORY	A	B	C	D	E
S-12 *	1900/40	659 (700-¾)	1900-1½ 659 (700-1½)	1900-1¾ 659 (700-1¾)	1900-2 659 (700-2)
CIRCLING **	1900-1	609 (700-1)	1900-1¾ 609 (700-1¾)	1980-2¼ 689 (700-2¼)	2040-2¾ 749 (800-2¾)

HIRL Rwy 17-35, 12-30

VOR/DME RWY 30

VOR/DME PWA	APCH CRS	Rwy ldg 10,000
113.4	292°	TDZE 1276
Chan 81		Arpt Elev 1291

AL-299 [USAF]

TINKER AFB (KTIK)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.
** CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

SALS A2

MISSED APPROACH: Climbing right turn to 3800, then direct to the PWA R-112/26 DME and hold.

ATIS ★	OKE CITY APP CON	TINKER TOWER	GND CON	CLNC DEL	ASR
270.1	120.45 288.325	124.45 251.05	121.8 275.8	119.7 335.8	

CAUTION: VFR flyway west of TIK, sfc to 3000

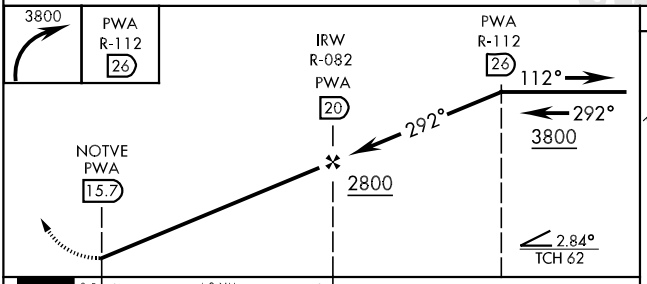
WILEY POST
113.4 PWA
Chan 81

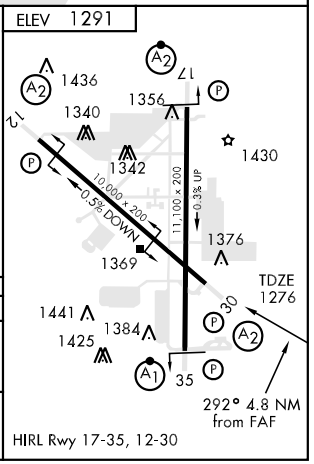
WILL ROGERS
114.1 IRW
Chan 88

2746
2749
1613
1679
1436
1605
1629
1545
1542
1399
1874
1386
2049
10 NM
R-082
292°
112°
R-112
(IAF)
PWA
26
PWA
20
Max holding
230 KIAS
Max holding
alt 3800

MSA PWA 2.5 NM
150°
4000
290°
3400

EMERG SAFE ALT 100 NM 4700





CATEGORY	A	B	C	D	E
S-30 *	1840/50	564 (600-1)	1840/60 564 (600-1¼)	1840-1½ 564 (600-1½)	1840-1¾ 564 (600-1¾)
CIRCLING **	1880-1	589 (600-1)	1880-1½ 589 (600-1½)	1980-2¼ 689 (700-2¼)	2040-2¾ 749 (800-2¾)

LOC I-OKM	APP CRS	Rwy Idg	5150
109.1	176°	TDZE	720
		Apt Elev	720

ILS or LOC RWY 18

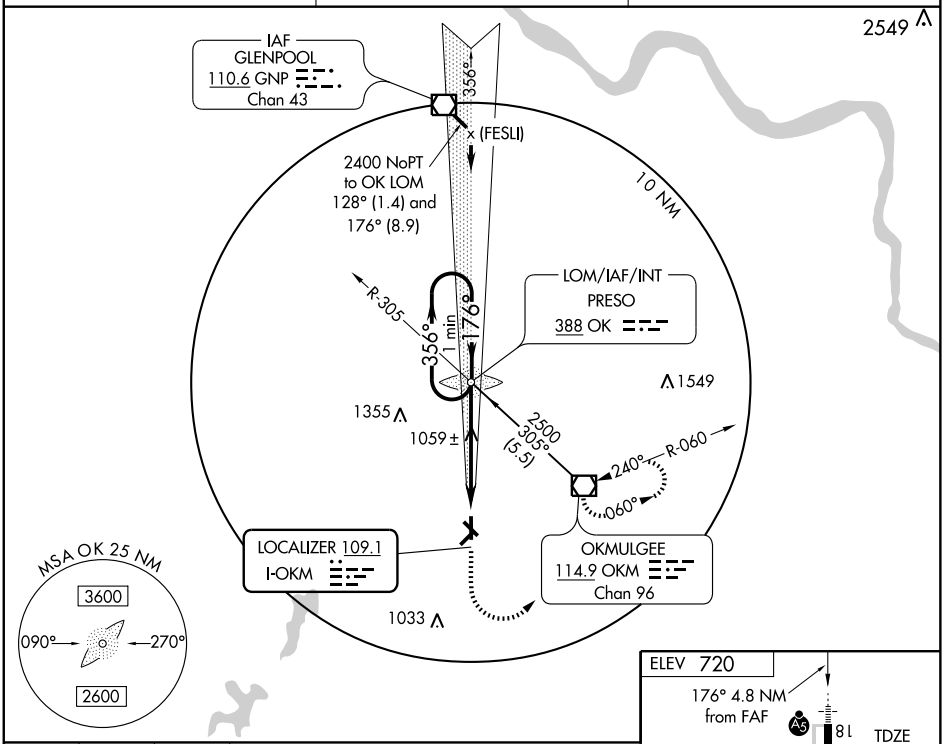
OKMULGEE RGNL (OKM)

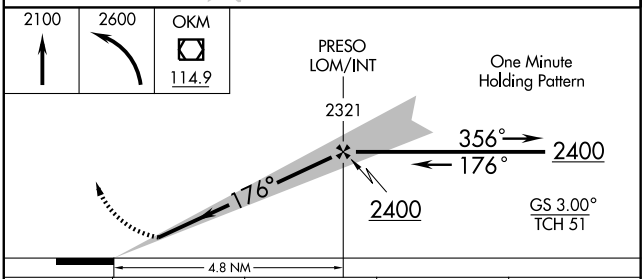
▼ ▲ NA — If local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DAs/MDAs 80 feet.

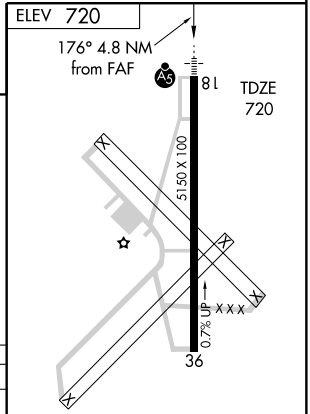
MALSR

MISSED APPROACH: Climb to 2100 then climbing left turn to 2600 direct OKM VOR/DME and hold.

AWOS-3	TULSA APP CON	UNICOM
118.225	119.85 338.3	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 18	920-½ 200 (200-½)			NA
S-LOC 18	1320-½ 600 (600-½)		1320-1 600 (600-1)	NA
CIRCLING	1320-1 600 (600-1)		1320-1½ 600 (600-1½)	NA

MIRL Rwy 18-36 L

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SC-1, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5150
CH 82105	176°	TDZE	720
W18A		Apt Elev	720

RNAV (GPS) RWY 18

OKMULGEE RGNL (OKM)

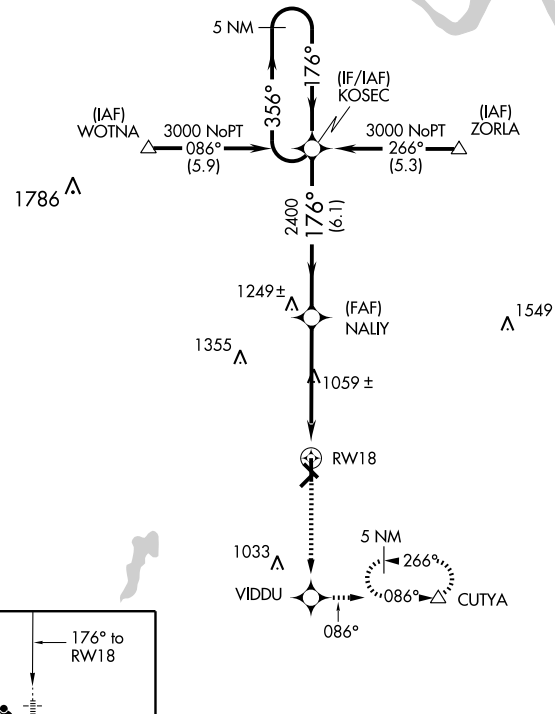
▼ If local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DAs/MDAs 80 feet.
▲ DME/DME RNP-0.3 NA. VDP NA with Tulsa Intl altimeter setting.

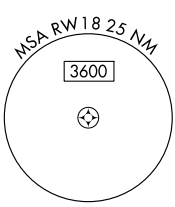
MALSR

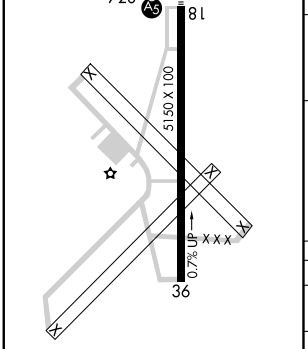
MISSED APPROACH: Climb to 3000 direct VIDDU and left turn via 086° track to CUTYA and hold, continue climb-in-hold to 3000.

AWOS-3	TULSA APP CON	UNICOM
118.225	119.85 338.3	123.0 (CTAF) L

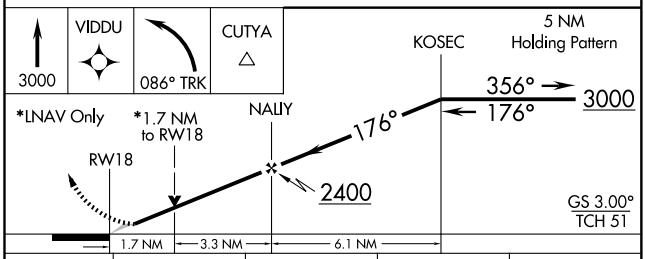
Procedure NA for arrivals at WOTNA on V532 northwest bound.







MIRL Rwy 18-36 L



CATEGORY	A	B	C	D
LPV DA	970-½ 250 (300-½)			NA
LNAV MDA	1320-½ 600 (600-½)		1320-1 600 (600-1)	NA
CIRCLING	1320-1 600 (700-1)		1320-1½ 600 (700-1½)	NA

SC-1, 14 JAN 2010 to 11 FEB 2010

VOR/DME OKM	APP CRS	Rwy Idg	N/A
114.9	240°	TDZE	N/A
Chan 96		Apt Elev	720

VOR-A

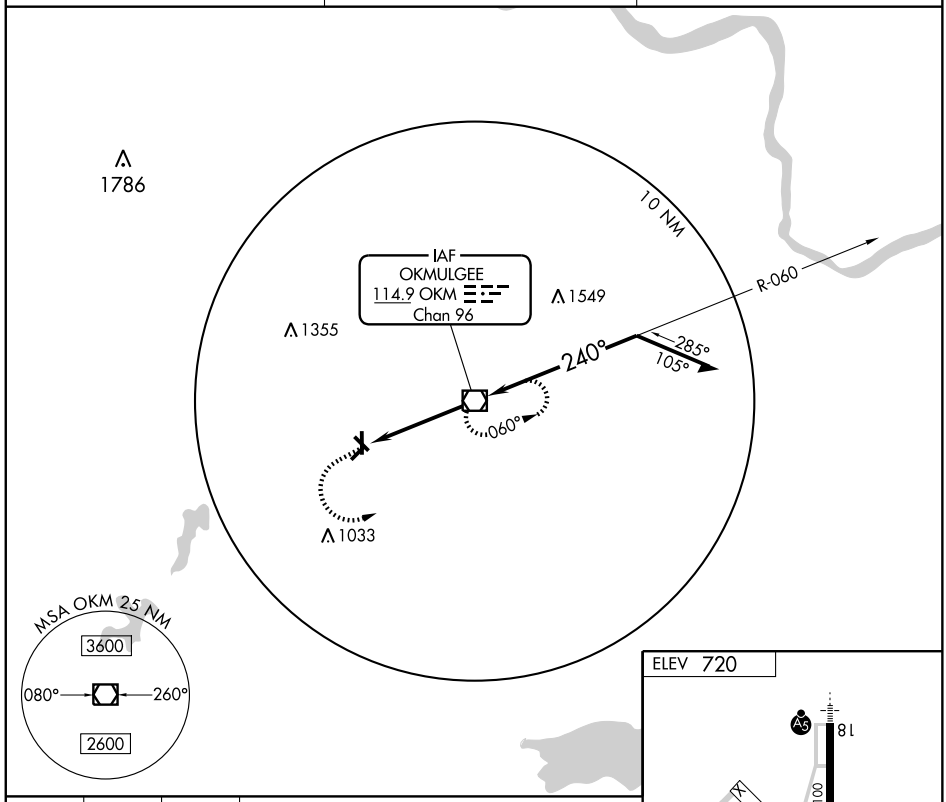
OKMULGEE RGNL (OKM)

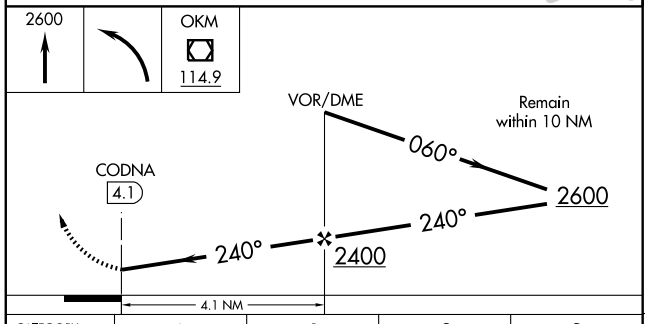
▼ NA

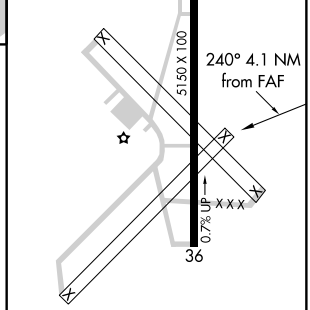
If local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDA's 80 feet.

MISSED APPROACH: Climb to 2600 then left turn direct OKM VOR/DME and hold.

AWOS-3	TULSA APP CON	UNICOM
118.225	119.85 338.3	123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1140-1 420 (500-1)	1180-1 460 (500-1)	1300-1½ 580 (600-1½)	NA

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SC-1, 14 JAN 2010 to 11 FEB 2010

NDB PVJ	APP CRS	Rwy Idg	5001
384	344°	TDZE	953
		Apt Elev	968

NDB RWY 35

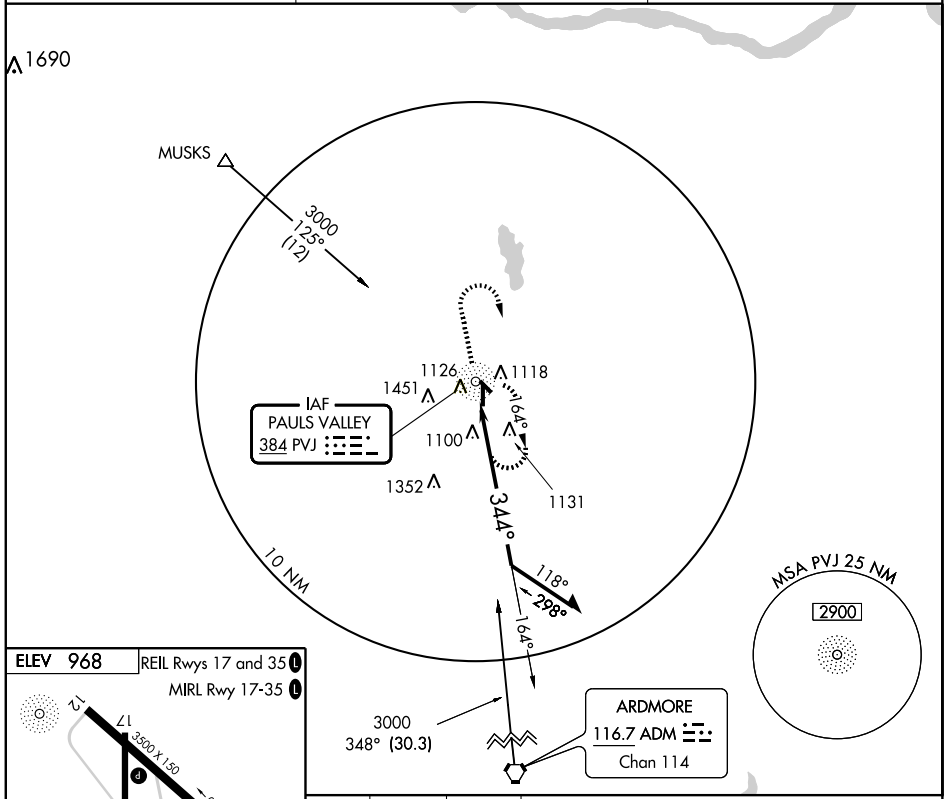
PAULS VALLEY MUNI (PVJ)

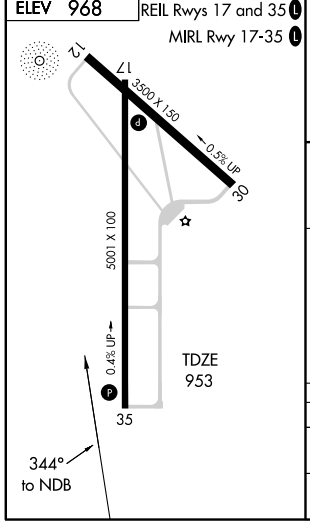
NA

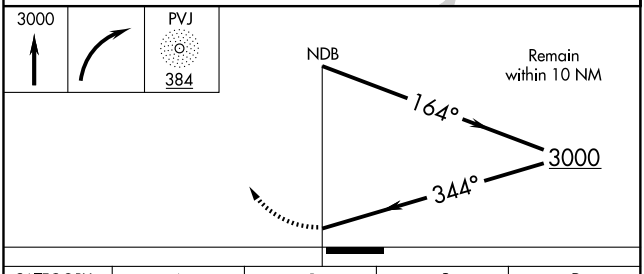
If local altimeter setting not received, use Ardmore Downtown Executive altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 3000 then right turn direct PVJ NDB and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.675	128.1 327.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	1520-1	567 (600-1)	1520-1½ 567 (600-1½)	1520-1¾ 567 (600-1¾)
CIRCLING	1520-1	552 (600-1)	1540-1½ 572 (600-1½)	1800-2¾ 832 (900-2¾)

SC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5001
354°	TDZE	953
	Apt Elev	968

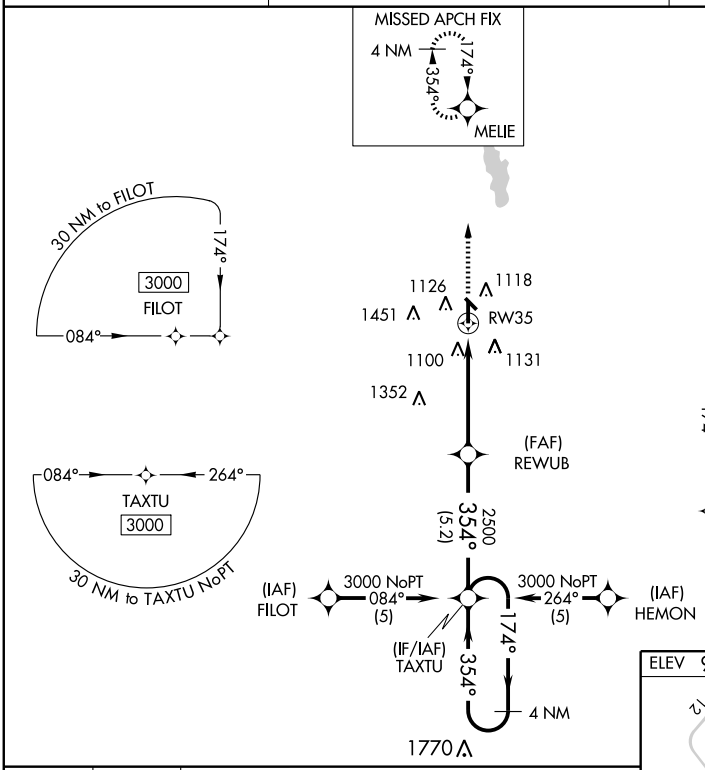
RNAV (GPS) RWY 35

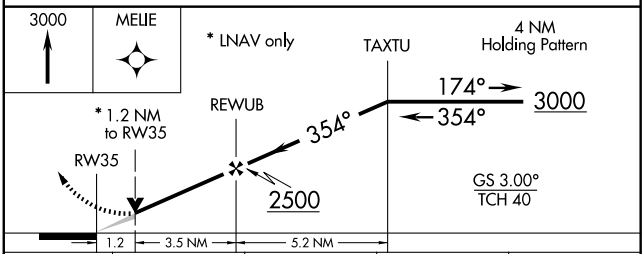
PAULS VALLEY MUNI (PVJ)

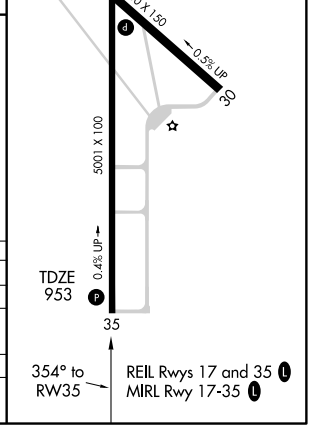
NA	MISSED APPROACH: Climb to 3000 direct MELIE and hold.

If local altimeter setting not received, use Ardmore Downtown Executive altimeter setting and increase all MDAs 100 feet. Baro-VNAV and VDP NA with Ardmore Downtown Executive altimeter setting. Baro-VNAV NA below -16C (4F). DME/DME RNP -0.3 NA.

AWOS-3	FORT WORTH CENTER	UNICOM
118.675	128.1 327.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1422-1¾ 469 (500-1¾)			
LNAV MDA	1360-1 407 (400-1)		1360-1¼ 407 (400-1¼)	
CIRCLING	1480-1 512 (600-1)	1500-1 532 (600-1)	1540-1½ 572 (600-1½)	1800-2¾ 832 (900-2¾)

SC-1, 14 JAN 2010 to 11 FEB 2010

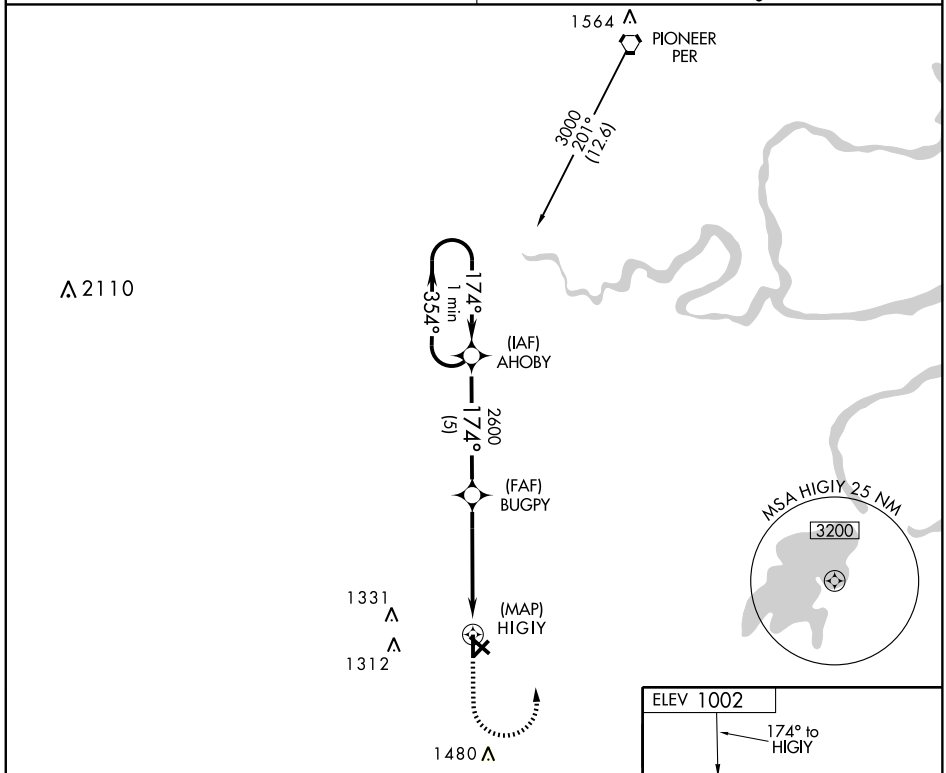
APP CRS	Rwy Idg	5110
174°	TDZE	993
	Apt Elev	1002

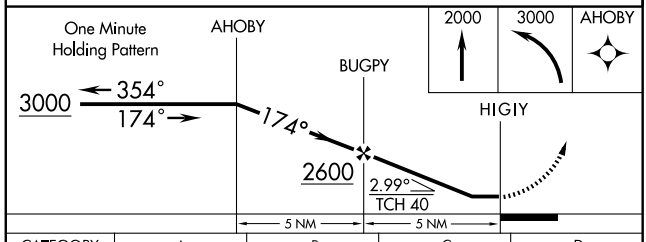
GPS RWY 17

PERRY MUNI (F22)

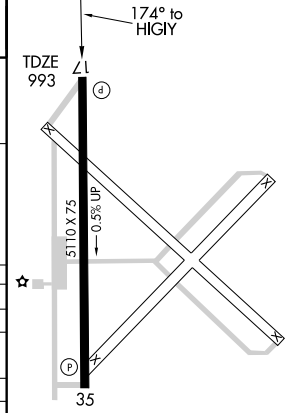
NA	Obtain local altimeter setting on CTAF; when not received, use Ponca City altimeter setting.	MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct AHOBY WP and hold.

KANSAS CITY CENTER	UNICOM
127.8 319.1	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-17	1360-1 367 (400-1)			NA
CIRCLING	1480-1 478 (500-1)		1480-1½ 478(500-1½)	NA
PONCA CITY ALTIMETER SETTING MINIMUMS				
S-17	1420-1 427 (500-1)		1420-1¼ 427 (500-1¼)	NA
CIRCLING	1540-1 538 (600-1)		1540-1½ 538 (600-1½)	NA



MIRL Rwy 17-35 L
REIL Rwy 17 and 35

SC-1, 14 JAN 2010 to 11 FEB 2010

PERRY, OKLAHOMA AL-6798 (FAA)

VORTAC PER	APP CRS	Rwy Idg	5110
113.2	189°	TDZE	993
Chan 79		Apt Elev	1002

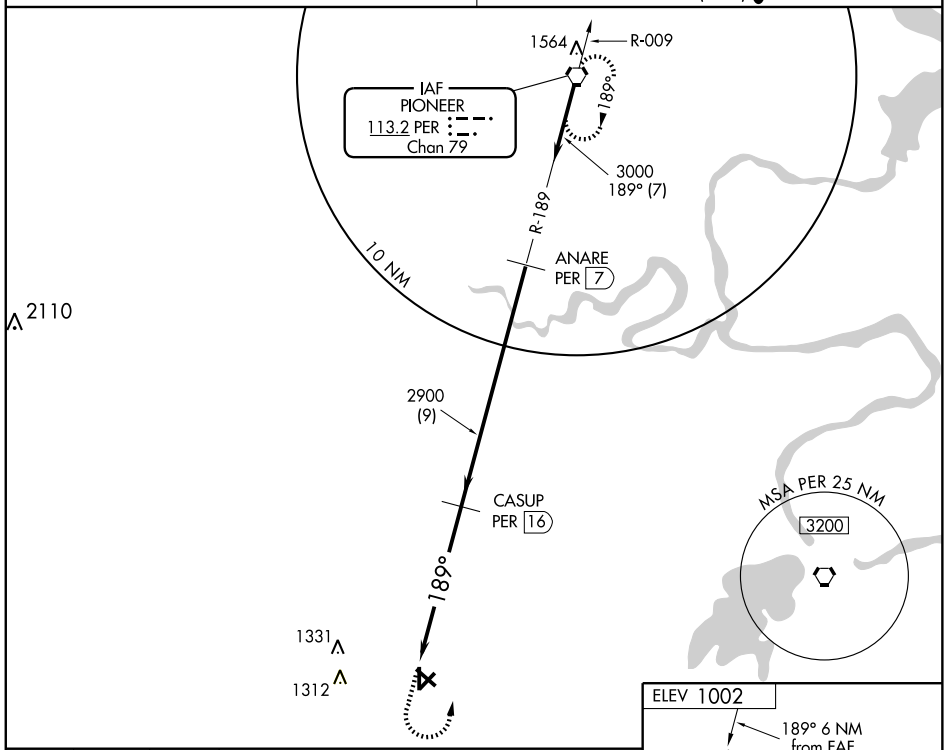
VOR/DME RWY 17

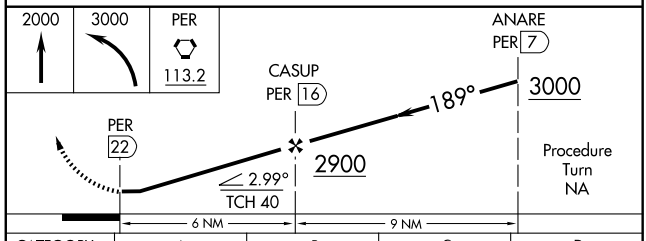
PERRY MUNI (F22)

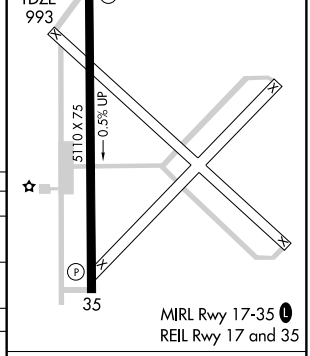
NA Obtain local altimeter setting on CTAF; when not received, use Ponca City altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct PER VORTAC and hold.

KANSAS CITY CENTER	UNICOM
127.8 319.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-17	1420-1 427 (500-1)	1420-1¼ 427 (500-1¼)	1420-1½ 427 (500-1½)	NA
CIRCLING	1480-1 478 (500-1)	1480-1¼ 478 (500-1¼)	1480-1½ 478 (500-1½)	NA
PONCA CITY ALTIMETER SETTING MINIMUMS				
S-17	1460-1 467 (500-1)	1460-1¼ 467 (500-1¼)	1460-1½ 467 (500-1½)	NA
CIRCLING	1520-1 518 (600-1)	1520-1¼ 518 (600-1¼)	1520-1½ 518 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-1, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-PNC	APP CRS	Rwy Idg	7201
111.9	175°	TDZE	1004
Chan 56		Apt Elev	1008

ILS or LOC/DME RWY 17

PONCA CITY RGNL (PNC)

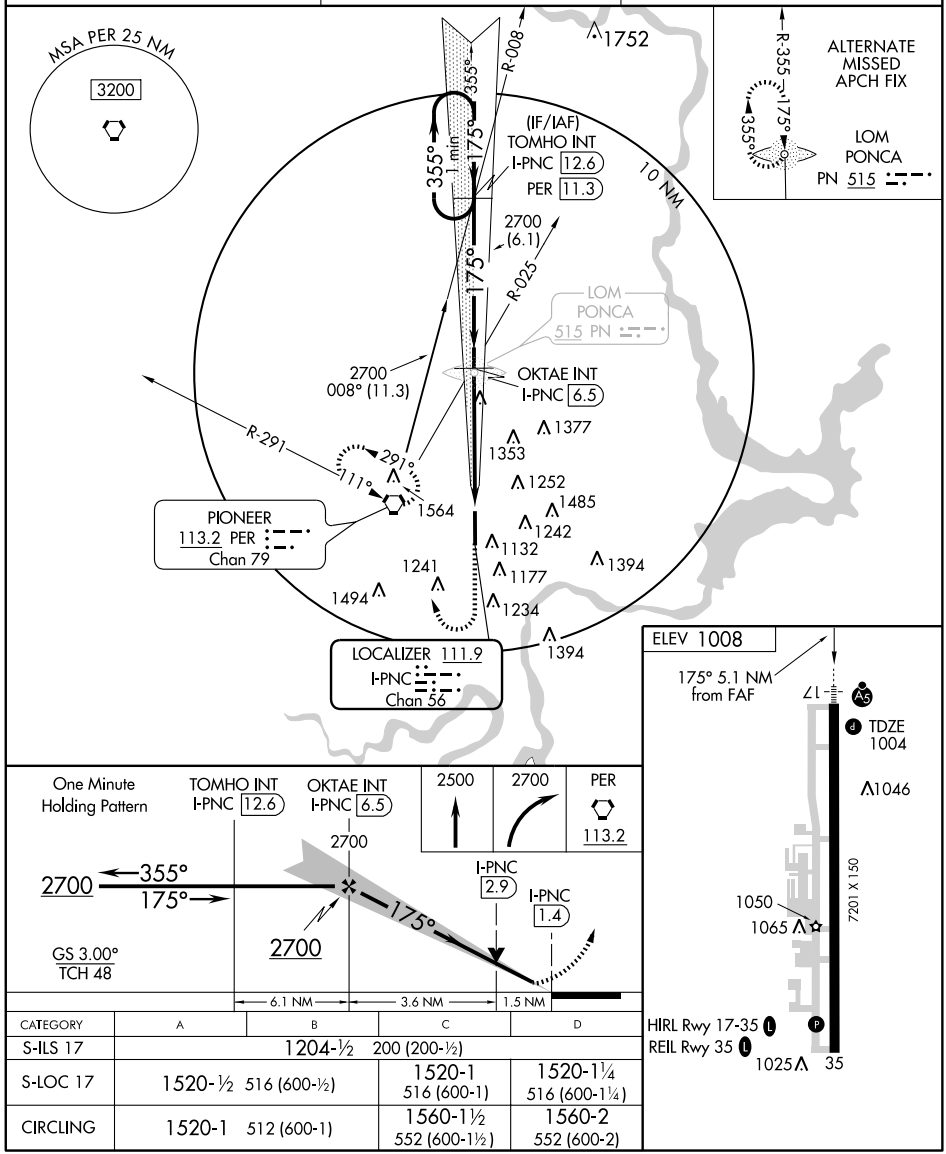
When local altimeter setting not received, use Winfield-Arkansas City altimeter setting and increase S-ILS 17 DA 82 feet and all MDA 100 feet; increase S-LOC Cat C and D and circling Cat C visibility ¼ mile. For inoperative MALSR, when using Winfield-Arkansas City altimeter setting, increase S-ILS 17 visibility to 1 mile all Cats. VDP NA when using Winfield-Arkansas City altimeter setting.

NA

MALSR

MISSED APPROACH: Climb to 2500 then climbing right turn to 2700 direct PER VORTAC and hold.

ASOS	KANSAS CITY CENTER	UNICOM
134.075	127.8 319.1	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-ILS 17	1204-½ 200 (200-½)			
S-LOC 17	1520-½ 516 (600-½)		1520-1 516 (600-1)	1520-1¼ 516 (600-1¼)
CIRCLING	1520-1 512 (600-1)		1560-1½ 552 (600-1½)	1560-2 552 (600-2)

SC-1, 14 JAN 2010 to 11 FEB 2010

WAAS CH 50408 W17A	APP CRS 175°	Rwy Idg 7201 TDZE 1004 Apt Elev 1008

RNAV (GPS) RWY 17

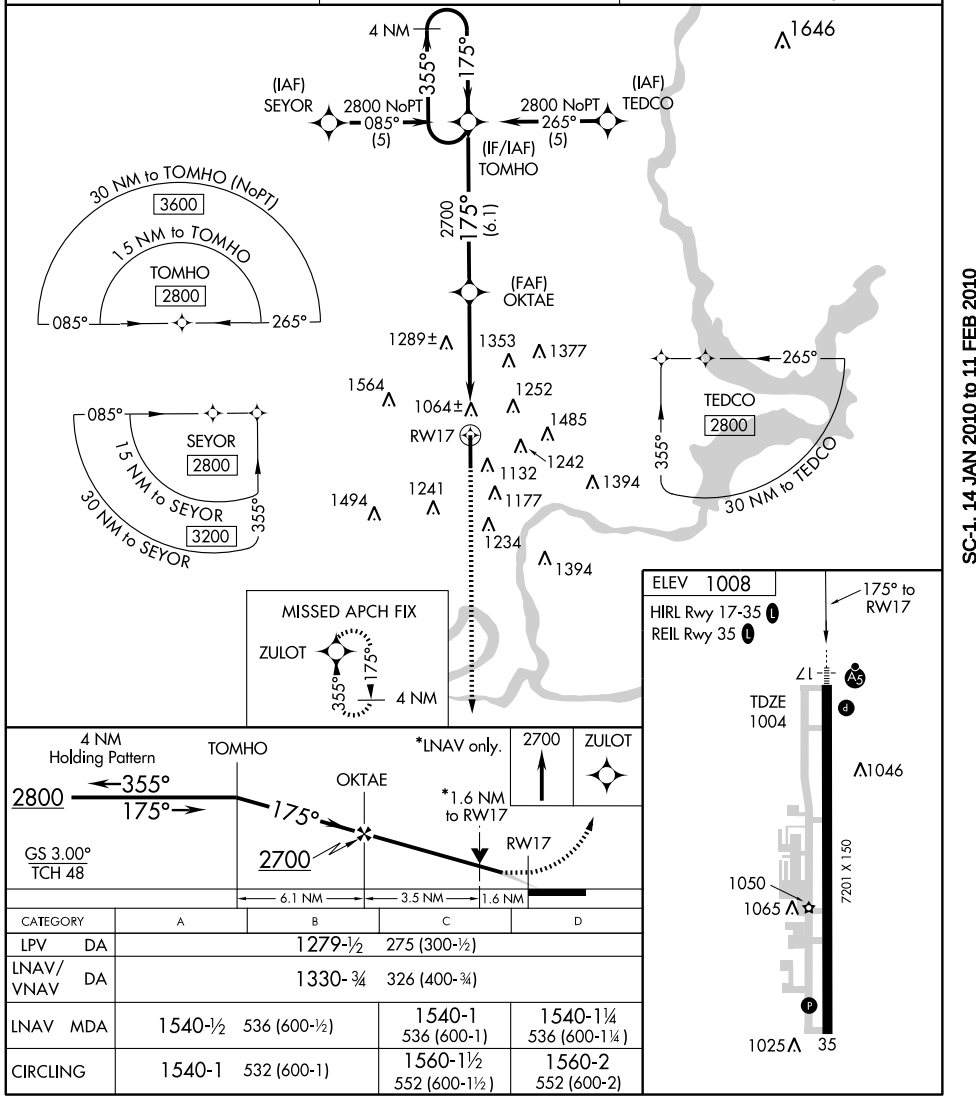
PONCA CITY RGNL (PNC)

For inoperative MALSR, increase LPV visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Winfield-Arkansas City altimeter setting and increase all DA 82 feet and MDA 100 feet; increase LPV all Cats, LNAV/VNAV all Cats LNAV Cat C and Cat D and circling Cat C visibility ¼ mile. VDP NA when using Winfield-Arkansas City altimeter setting. For inoperative MALSR when using Winfield-Arkansas City altimeter setting, increase LPV and LNAV/VNAV visibility ¼ mile all Cats, increase LNAV Cats C and D visibility ¼ mile. Baro-VNAV NA when using Winfield-Arkansas City altimeter setting.

MALSR

MISSED APPROACH: Climb to 2700 direct ZULOT and hold.

ASOS	KANSAS CITY CENTER	UNICOM
134.075	127.8 319.1	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1279-½ 275 (300-½)			
LNAV/VNAV DA	1330- ¾ 326 (400-¾)			
LNAV MDA	1540-½ 536 (600-½)		1540-1 536 (600-1)	1540-1¼ 536 (600-1¼)
CIRCLING	1540-1 532 (600-1)		1560-1½ 552 (600-1½)	1560-2 552 (600-2)

SC-1, 14 JAN 2010 to 11 FEB 2010

PONCA CITY, OKLAHOMA

AL-603 (FAA)

WAAS	APP CRS	Rwy Idg	7201
CH 93808	355°	TDZE	1008
W35A		Apt Elev	1008

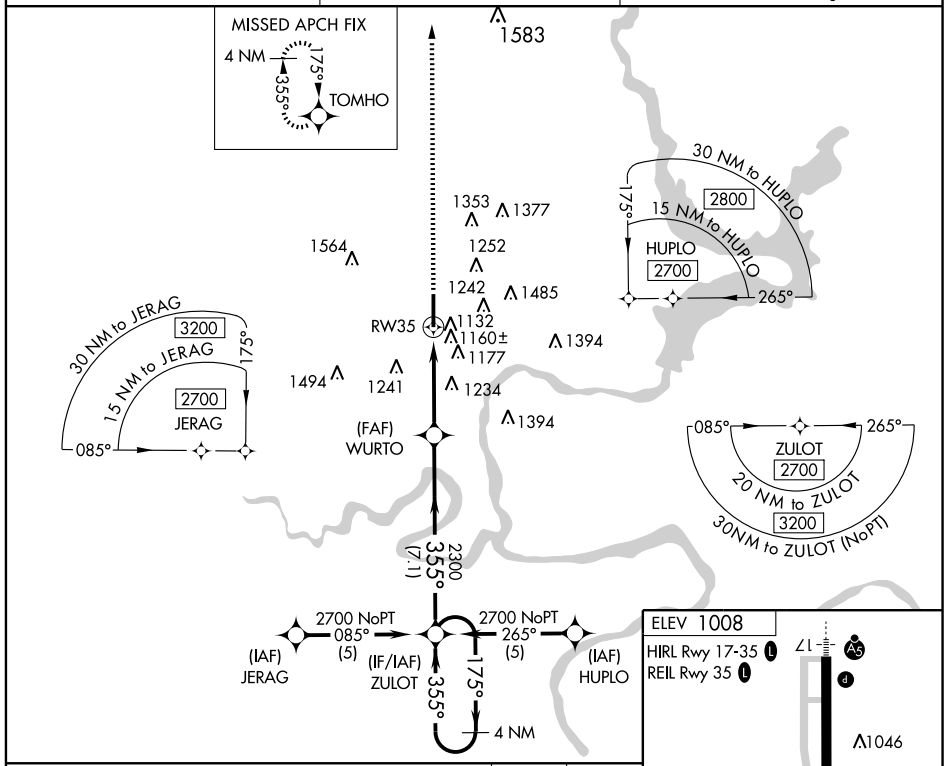
RNAV (GPS) RWY 35

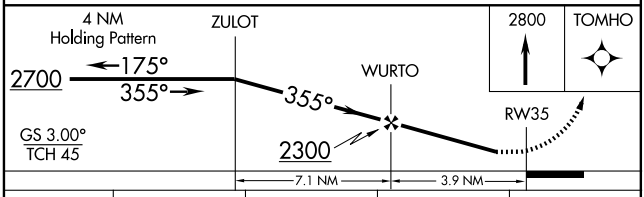
PONCA CITY RGNL (PNC)

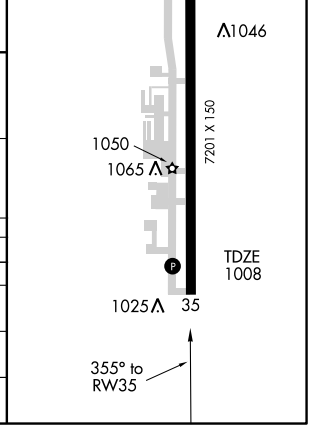
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Winfield-Arkansas City altimeter setting and increase all DA 82 feet and MDA 100 feet; increase Cat C circling visibility ¼ mile, increase LNAV Cat C, D visibility ¼ mile, LPV and LNAV/VNAV all Cats visibility ¼ mile. Baro-VNAV NA when using Winfield-Arkansas City altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2800 direct TOMHO and hold.

ASOS	KANSAS CITY CENTER	UNICOM
134.075	127.8 319.1	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA		1295-1	287 (300-1)	
LNAV/VNAV DA		1478-1¾	470 (500-1¾)	
LNAV MDA	1540-1 532 (600-1)		1540-1½ 532 (600-1½)	1540-1¾ 532 (600-1¾)
CIRCLING	1540-1 532 (600-1)		1560-1½ 552 (600-1½)	1560-2 552 (600-2)

SC-1, 14 JAN 2010 to 11 FEB 2010

VORTAC PER	APP CRS	Rwy Idg	N/A
113.2	111°	TDZE	N/A
Chan 79		Apt Elev	1007

VOR-A

PONCA CITY RGNL (PNC)

MISSED APPROACH: Climb to 2700 then left turn direct PER VORTAC and hold.

ASOS	KANSAS CITY CENTER	UNICOM
134.075	127.8 319.1	123.0 (CTAF) L

(IAF) BIKCA

2700 NoPT PER 15 Arc

R-291

2300 NoPT 111° (15)

(IAF) DOREC PER 15

R-335

336° 156°

111° 291°

IAF PIONEER 113.2 PER Chan 79

1646 1353 1377 1252 1564 1485 1242 1132 1394 1177 1494 1241 1234 1394

10 NM

MSA PER 25 NM 3200

ELEV 1007

HIRL Rwy 17-35 L

REIL Rwy 35 L

17 35 1034± 1046 1050 1065 7201 X 150 1025

111° 2.7 NM from FAF

Remain within 10 NM

VORTAC

291° 111°

2700 2300

2700 PER 113.2

PER 2.7

2.7 NM

CATEGORY	A	B	C	D
CIRCLING	1460-1 453 (500-1)	1480-1 473 (500-1)	1560-1½ 553 (600-1½)	1560-2 553 (600-2)

FAF to MAP 2.7 NM

Knots	60	90	120	150	180
Min:Sec	2:42	1:48	1:21	1:05	0:54

SC-1, 14 JAN 2010 to 11 FEB 2010

POTEAU, OKLAHOMA AL-6321 (FAA)

APP CRS	Rwy Idg	4006
187°	TDZE	451
	Apt Elev	451

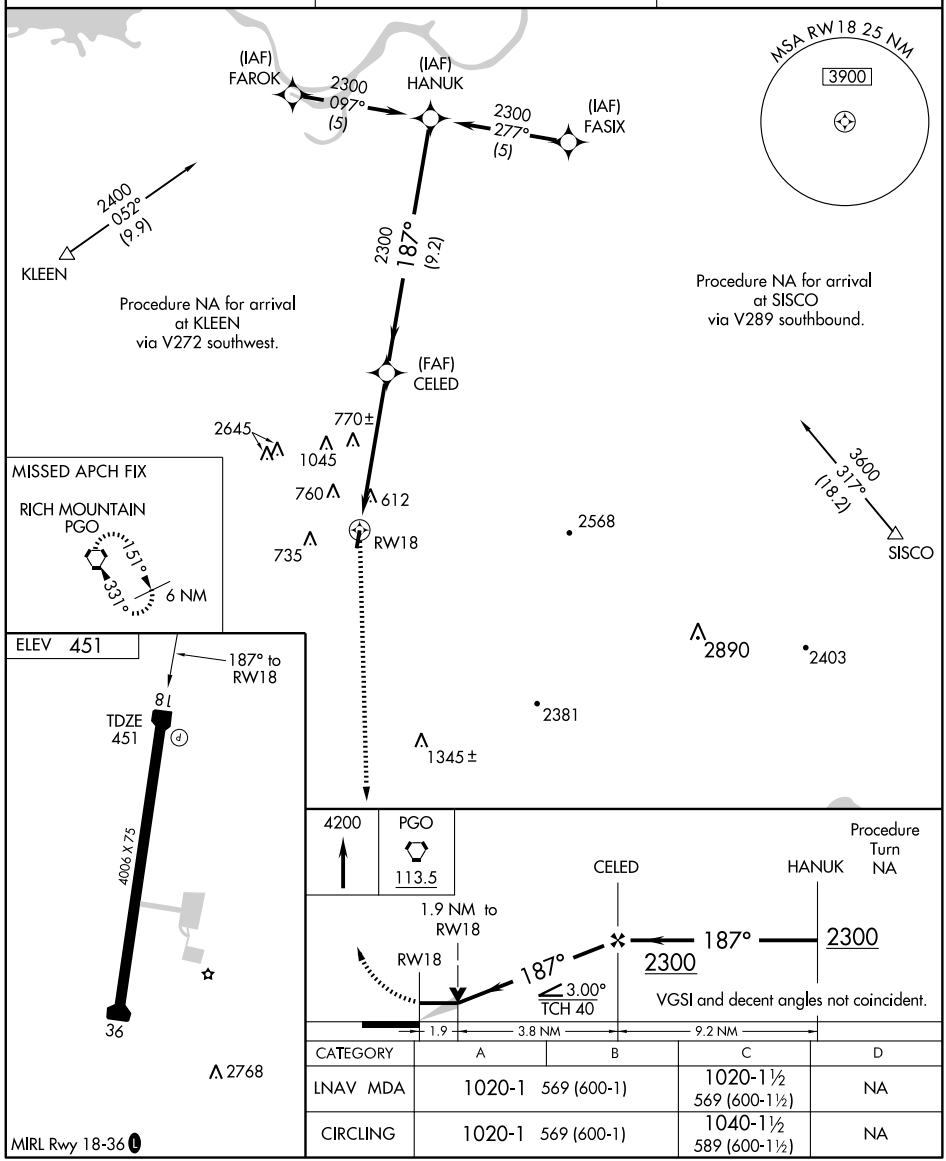
RNAV (GPS) RWY 18

POTEAU/ROBERT S. KERR (RKR)

If local altimeter setting not received, use Fort Smith Rgnl altimeter setting and increase all MDAs 60 feet. VDP NA with Fort Smith Rgnl altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4200 direct PGO VORTAC and hold.

AWOS-3	RAZORBACK APP CON ★	UNICOM
120.625	120.9 343.75	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1020-1	569 (600-1)	1020-1½ 569 (600-1½)	NA
CIRCLING	1020-1	569 (600-1)	1040-1½ 589 (600-1½)	NA

MIRL Rwy 18-36 L

SC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4006
007°	TDZE	451
	Apt Elev	451

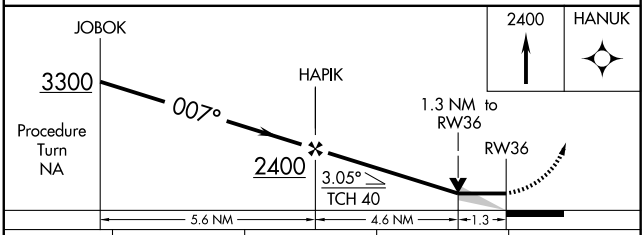
RNAV (GPS) RWY 36
POTEAU/ROBERT S. KERR (RKR)

NA — If local altimeter setting not received, use Fort Smith Rgnl altimeter setting and increase all MDAs 60 feet. VDP NA with Fort Smith Rgnl altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

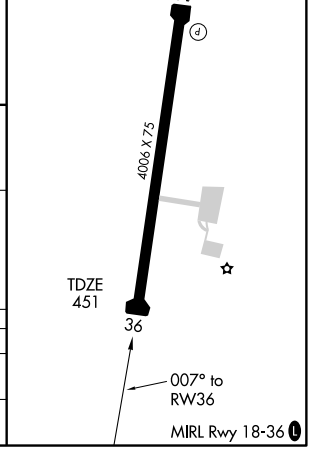
MISSED APPROACH: Climb to 2400 direct HANUK WP and hold.

AWOS-3	RAZORBACK APP CON ★	UNICOM
120.625	120.9 343.75	122.8 (CTAF) L

KLEEN
168° 3500 (21.3)
2645
1045
760
612
735
RW36
MISSED APCH FIX
4 NM
007° 187°
HANUK
2568
2890
2403
(FAF)
HAPIK
879 ±
2381
1345±
2400 007° (5.6)
(IAF)
GOSRE
3300 097° (5)
1992
JOBOK
3300 277° (5)
(IAF)
FEGUK
3400 275° (17.8)
BATEZ
2549
3300 347° (5.2)
(IAF)
BAYAP
4200 331° (4)
2451
2680
RICH MOUNTAIN
PGO
MSA RW36 25 NM
3900
Procedure NA for arrivals on PGO VORTAC airway radials 271 CW 031.



CATEGORY	A	B	C	D
LNAV MDA	920-1	469 (500-1)	920-1¼ 469 (500-1¼)	NA
CIRCLING	920-1	469 (500-1)	1040-1½ 589 (600-1½)	NA



SC-1, 14 JAN 2010 to 11 FEB 2010

VORTAC PGO 113.5 Chan 82	APP CRS 354°	Rwy Idg N/A TDZE N/A Apt Elev 451

VOR/DME-A

POTEAU/ROBERT S. KERR (RKR)

MISSED APPROACH: Climbing right turn to 4000 direct FSM VORTAC and hold.

AWOS-3	RAZORBACK APP CON ★	UNICOM
120.625	120.9 343.75	122.8 (CTAF) L

MISSED APCH FIX
046°
226°
FORT SMITH
110.4 FSM
Chan 41

10 NM
2645
1045
760
612
735
2568
2890
2403
2381
IXUSY
PGO 13.5
1345 ±
354°
(7.5)
2700
1992
EZOHU
PGO 6
2549
R-354
IAF
RICH MOUNTAIN
113.5 PGO
Chan 82
MSA PGO 25 NM
4000
2451
(6)
354°
4200
2680

ELEV 451
8l
d
4006 X 75
36
354° 6.6 NM from FAF
MIRL Rwy 18-36 L

4000
FSM
110.4
EZOHU
PGO 6
IXUSY
PGO 13.5
4200
354°
PGO
20.1
2700
Procedure Turn NA
6.6 NM
7.5 NM

CATEGORY	A	B	C	D
CIRCLING	1020-1 569 (600-1)	1020-1¼ 569 (600-1¼)	1100-1¾ 649 (700-1¾)	NA

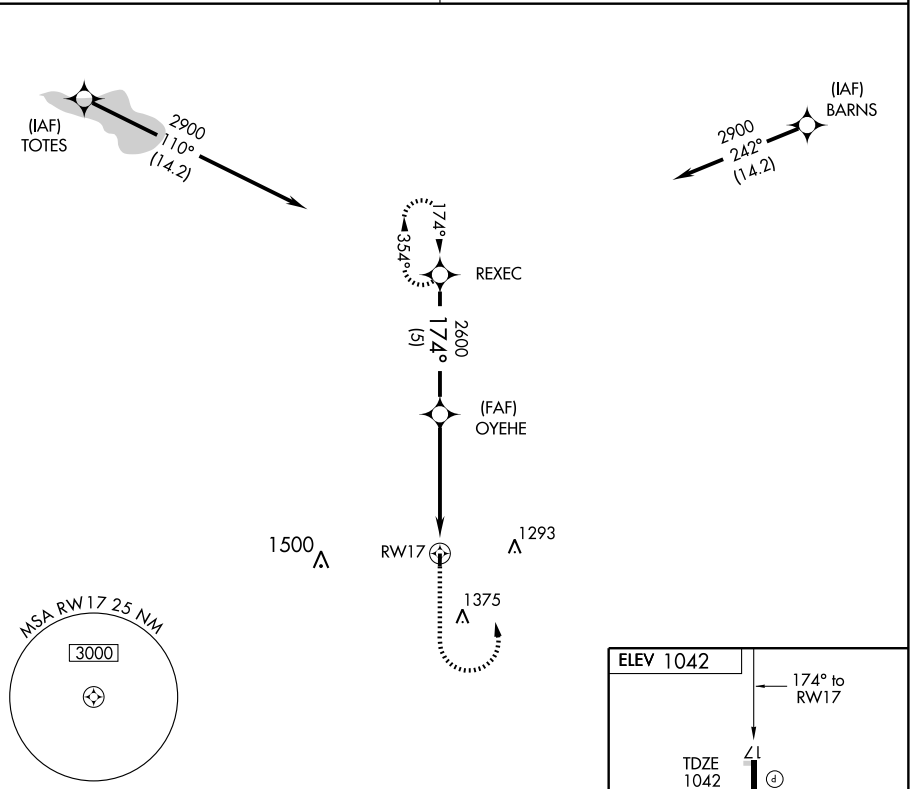
SC-1, 14 JAN 2010 to 11 FEB 2010

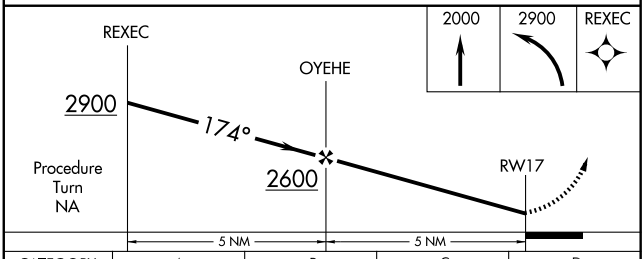
APP CRS	Rwy Idg	2757
174°	TDZE	1042
	Apt Elev	1042

GPS RWY 17
PRAGUE MUNI (047)

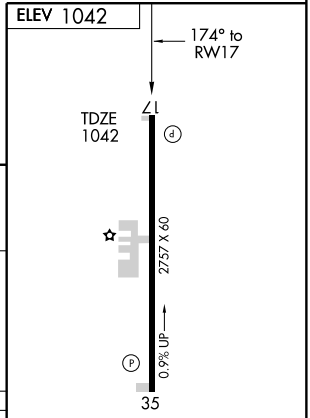
NA	Use Oklahoma City/Will Rogers World altimeter setting.	MISSED APPROACH: Climb to 2000 then climbing left turn to 2900 direct REXEC and hold.

FORT WORTH CENTER	CTAF
132.2 338.35	122.9 L





CATEGORY	A	B	C	D
S-17	1660-1	618 (700-1)	1660-1¾ 618 (700-1¾)	NA
CIRCLING	1660-1	618 (700-1)	1660-1¾ 618 (700-1¾)	NA



MIRL Rwy 17-35 L

SC-1, 14 JAN 2010 to 11 FEB 2010

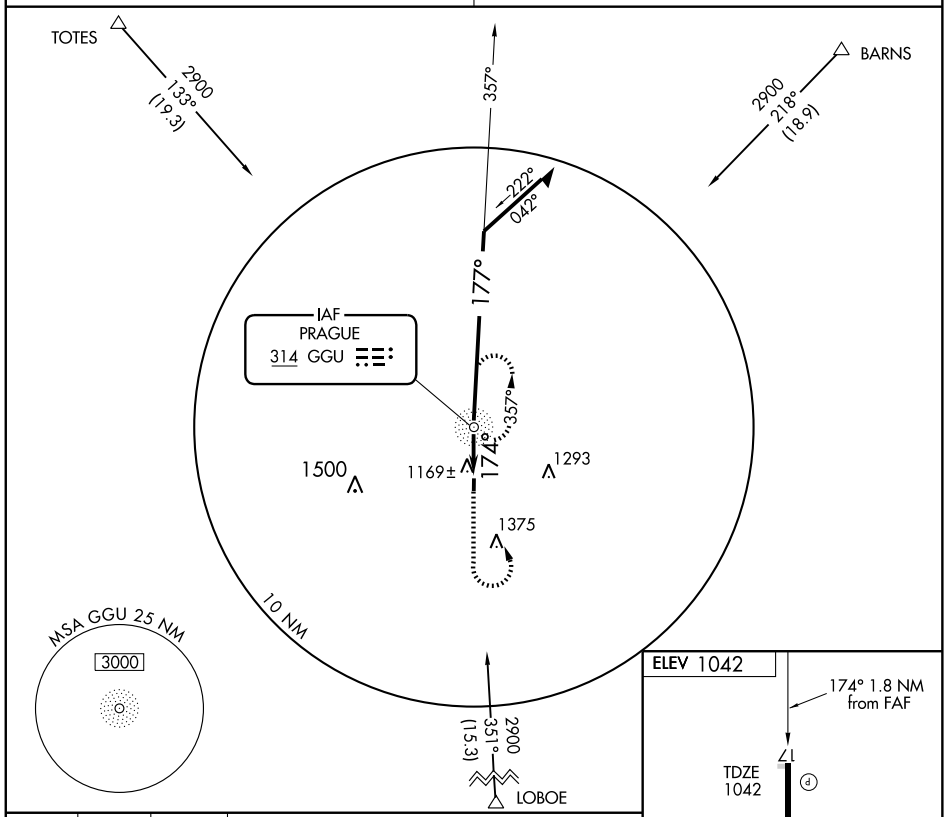
NDB GGU 314	APP CRS 174°	Rwy Idg 2757 TDZE 1042 Apt Elev 1042

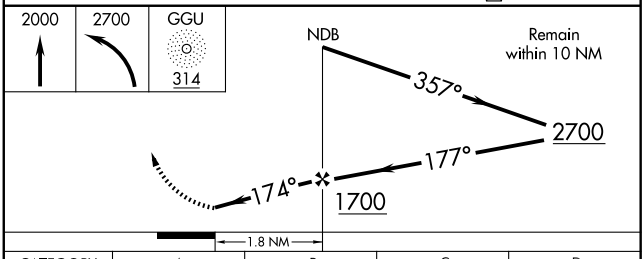
NDB RWY 17

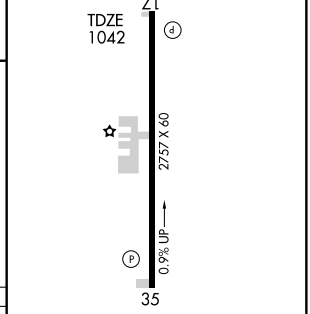
PRAGUE MUNI (047)

NA	Use Oklahoma City/Will Rogers World altimeter setting.	MISSED APPROACH: Climb to 2000 then climbing left turn to 2700 direct GGU NDB and hold.

FORT WORTH CENTER	CTAF
132.2 338.35	122.9 L







MIRL Rwy 17-35 L

CATEGORY	A	B	C	D
S-17	1620-1	578 (600-1)	1620-1½ 578 (600-1½)	NA
CIRCLING	1620-1	578 (600-1)	1620-1½ 578 (600-1½)	NA

FAF to MAP 1.8 NM

Knots	60	90	120	150	180
Min:Sec	1:48	1:12	0:54	0:43	0:36

SC-1, 14 JAN 2010 to 11 FEB 2010

TUL VORTAC	APP CRS	Rwy Idg	N/A
114.4	077°	TDZE	N/A
Chan 91		Apt Elev	622

VOR/DME or GPS-A

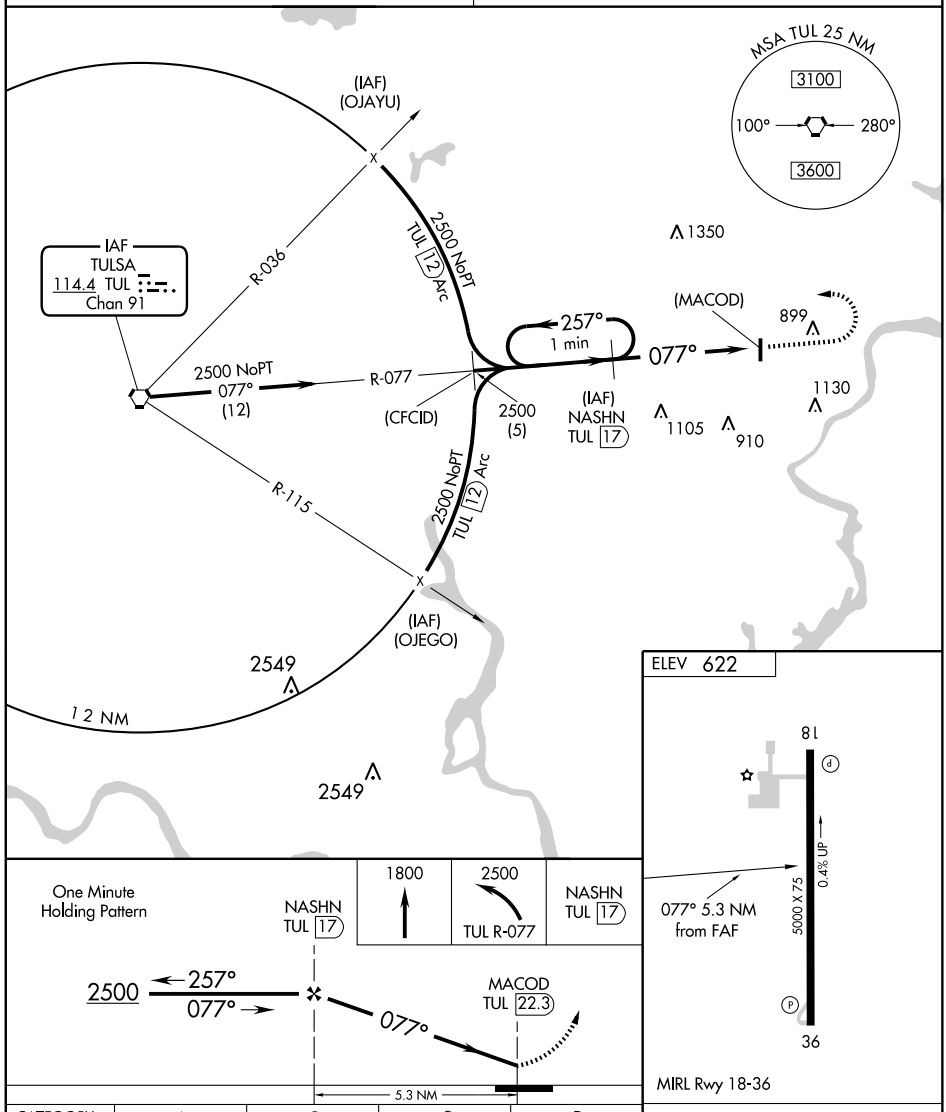
PRYOR/MID-AMERICA INDUSTRIAL (H71)

NA

Use Tulsa Intl altimeter setting.

MISSED APPROACH: Climb to 1800 then climbing left turn to 2500 via TUL R-077 to NASHN/17 DME and hold.

TULSA APP CON	UNICOM
119.1 351.8	122.8 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1400-1 778 (800-1)	1400-1¼ 778 (800-1¼)	1400-2¼ 778 (800-2¼)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-1, 14 JAN 2010 to 11 FEB 2010

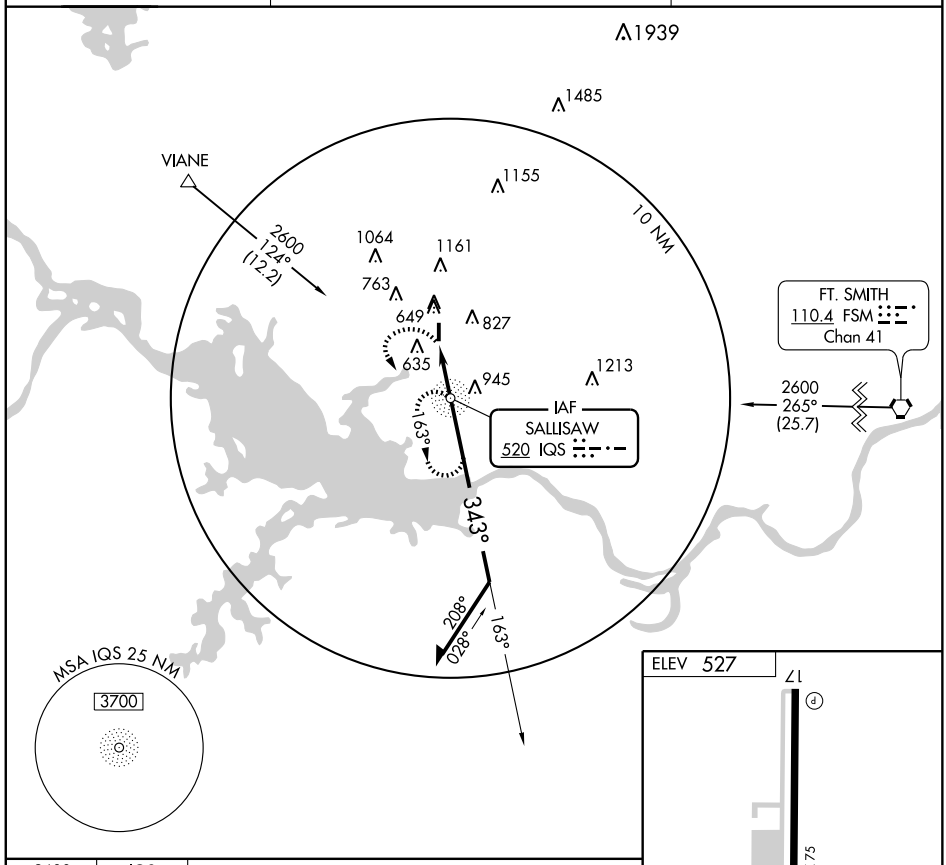
NDB IQS	APP CRS	Rwy Idg	N/A
520	343°	TDZE	N/A
		Apt Elev	527

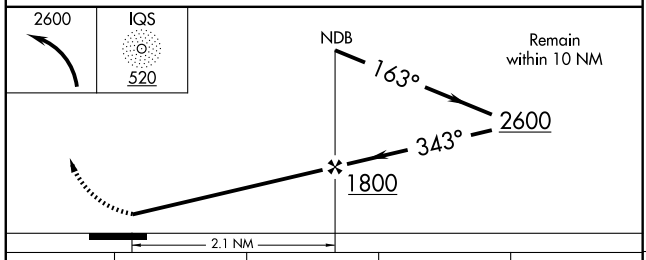
NDB-A
SALLISAW MUNI (JSV)

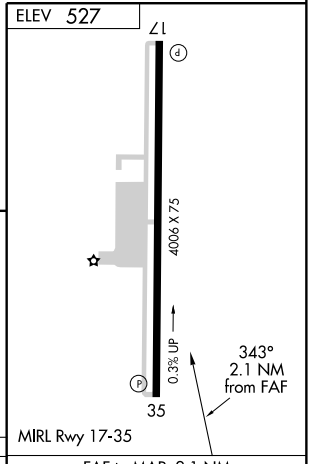
NA

MISSED APPROACH: Climbing left turn to 2600 direct IQS NDB and hold.

AWOS-3	RAZORBACK APP CON ★	UNICOM
118.475	120.9 343.75	122.7 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1140-1	613 (700-1)	1140-1¾ 613 (700-1¾)	NA

FAF to MAP 2.1 NM

Knots	60	90	120	150	180
Min:Sec	2:06	1:24	1:03	0:50	0:42

SC-1, 14 JAN 2010 to 11 FEB 2010

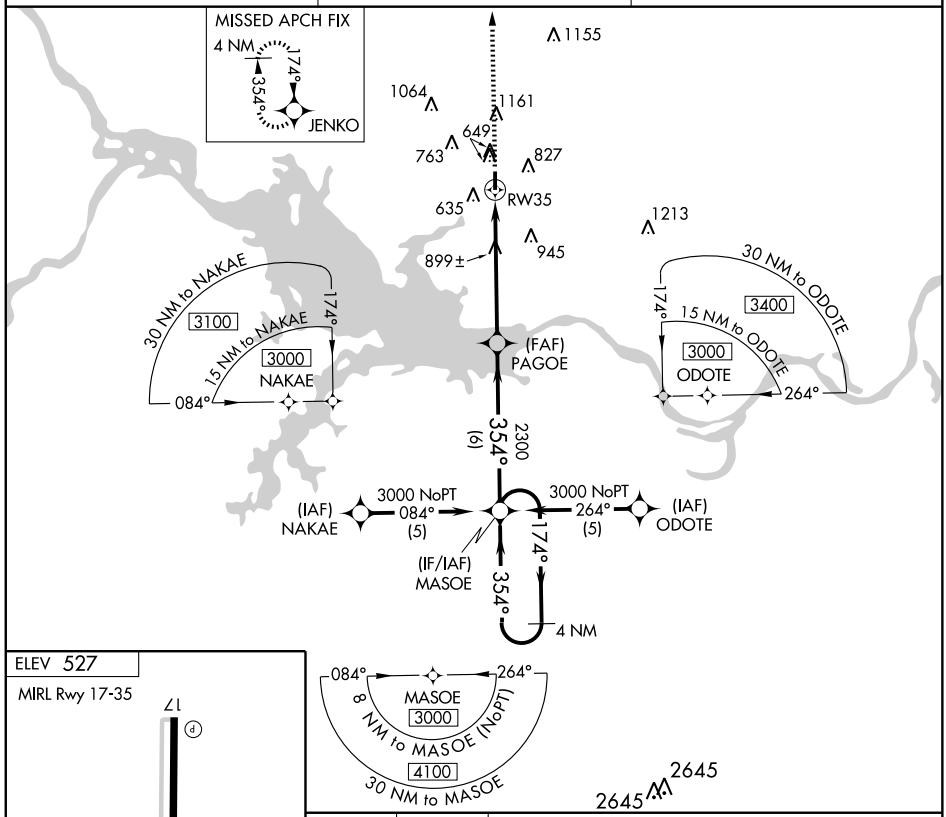
APP CRS	Rwy Idg	4006
354°	TDZE	527
	Apt Elev	527

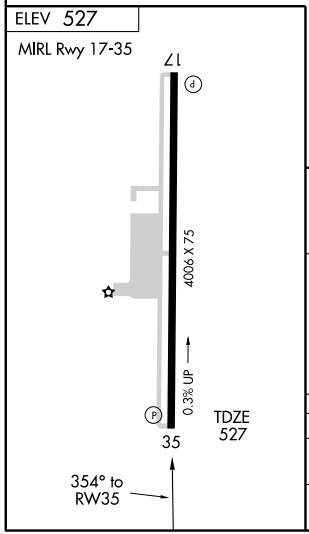
RNAV (GPS) RWY 35
SALLISAW MUNI (JSV)

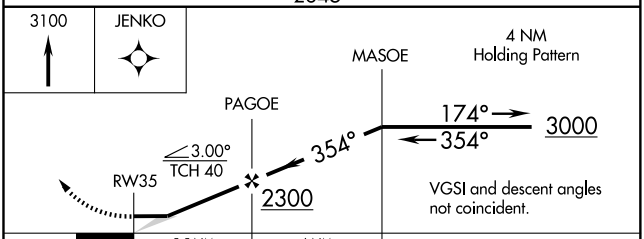
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100 direct JENKO WP and hold.

AWOS-3	RAZORBACK APP CON ★	UNICOM
118.475	120.9 343.75	122.7 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1160-1 633 (700-1)		1160-1¾ 633 (700-1¾)	NA
CIRCLING	1160-1 633 (700-1)		1160-1¾ 633 (700-1¾)	NA

SC-1, 14 JAN 2010 to 11 FEB 2010

NDB OWP	APP CRS	Rwy Idg	5799
362	340°	TDZE	891
		Apt Elev	891

NDB RWY 35

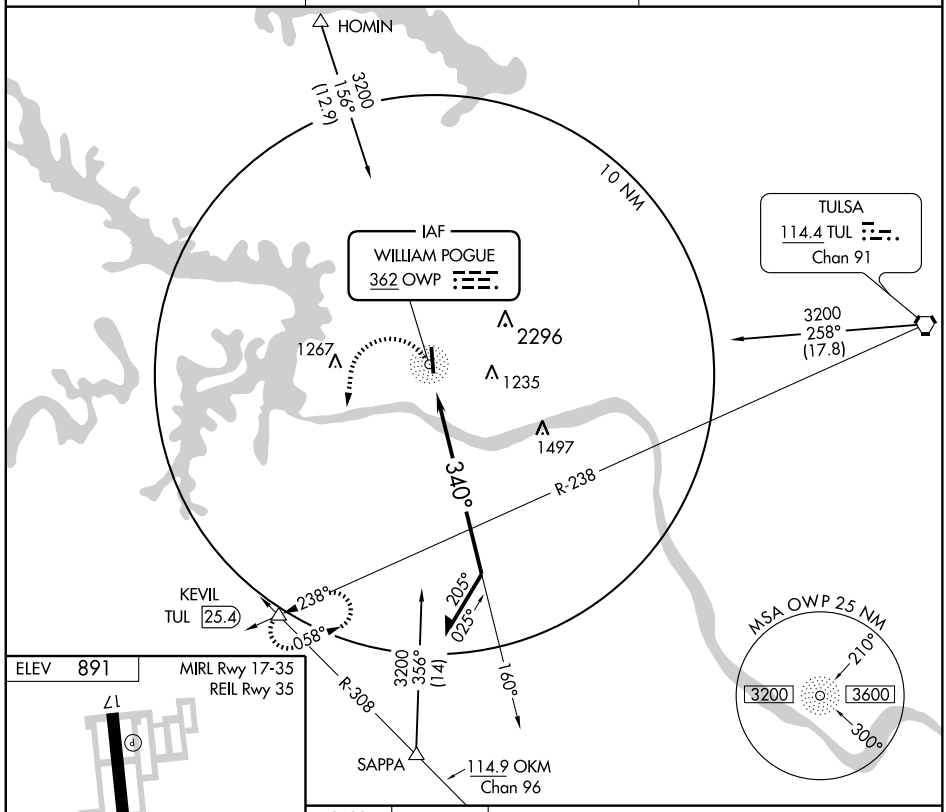
SAND SPRINGS/ WILLIAM R. POGUE MUNI (OWP)

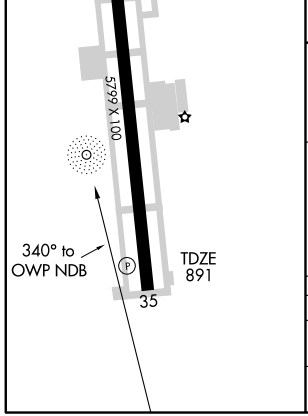
When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDA 60 feet.

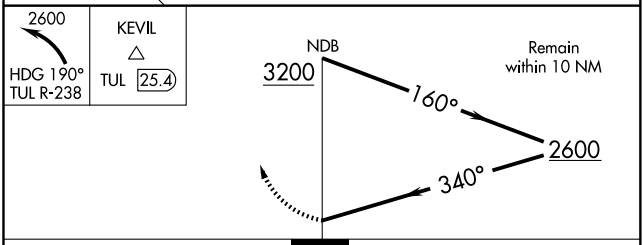
NA

MISSED APPROACH: Climbing left turn to 2600 via heading 190° and TUL VORTAC R-238 to KEVIL INT/TUL 25.4 DME and hold.

AWOS-3	TULSA APP CON	UNICOM
118.325	124.0 338.3	122.7 (CTAF)







CATEGORY	A	B	C	D
S-35	1520-1	629 (700-1)	1520-1¾ 629 (700-1¾)	NA
CIRCLING	1520-1	629 (700-1)	1520-1¾ 629 (700-1¾)	NA

SC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5799
169°	TDZE	889
	Apt Elev	892

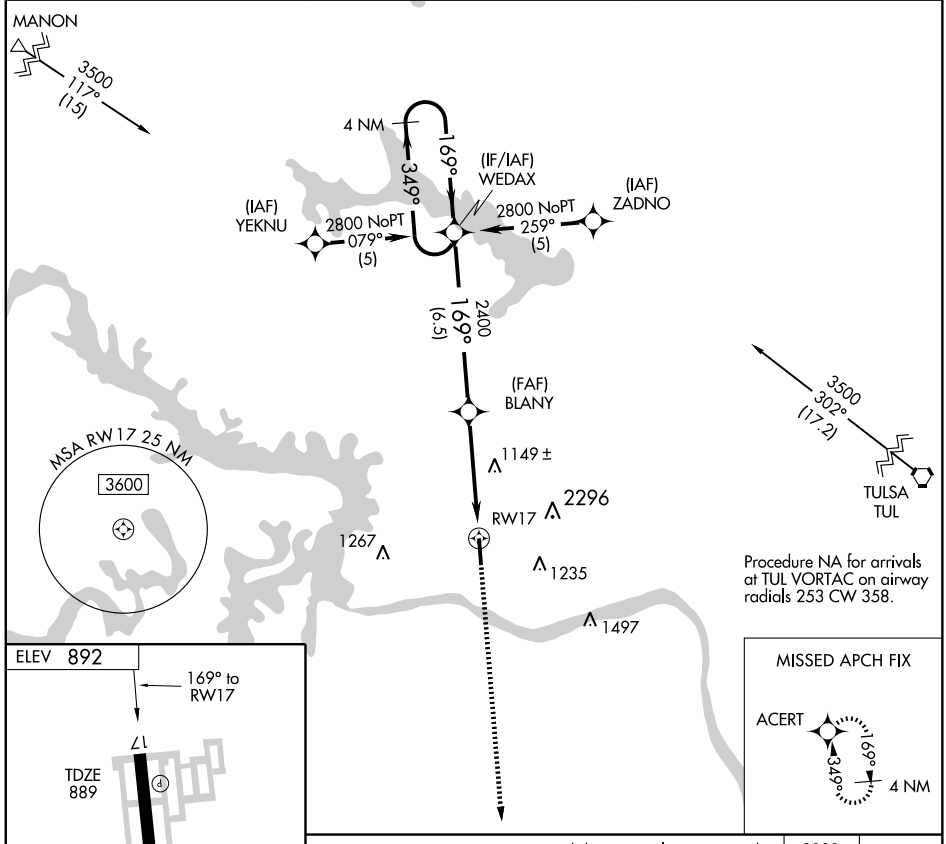
RNAV (GPS) RWY 17

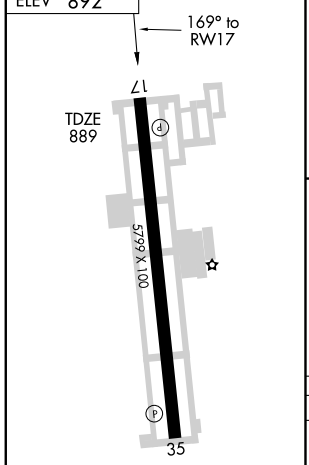
SAND SPRINGS/ WILLIAM R. POGUE MUNI (OWP)

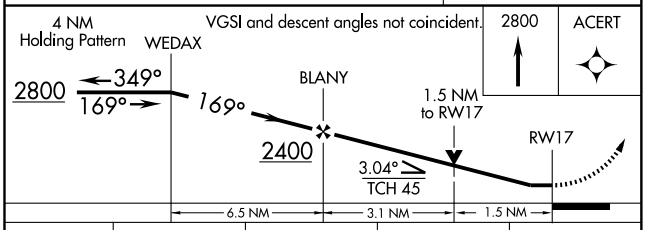
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDA 60 feet. Increase Cat C circling visibility ¼ mile. VDP NA when using Tulsa altimeter setting.

MISSED APPROACH: Climb to 2800 direct ACERT and hold.

AWOS-3	TULSA APP CON	UNICOM
118.325	124.0 338.3	122.7 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1400-1	511 (600-1)	1400-1½ 511 (600-1½)	NA
CIRCLING	1440-1	548 (600-1)	1440-1½ 548 (600-1½)	NA

SC-1, 14 JAN 2010 to 11 FEB 2010

WAAS CH 57912 W35A	APP CRS 349°	Rwy Idg 5799 TDZE 892 Apt Elev 892

RNAV (GPS) RWY 35

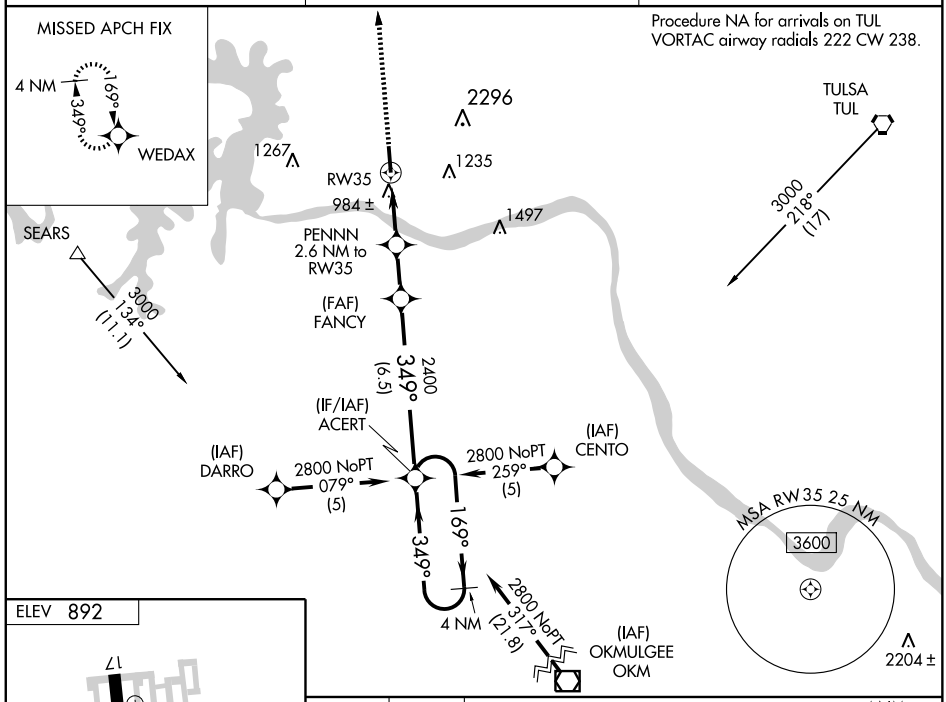
SAND SPRINGS/ WILLIAM R. POGUE MUNI (OWP)

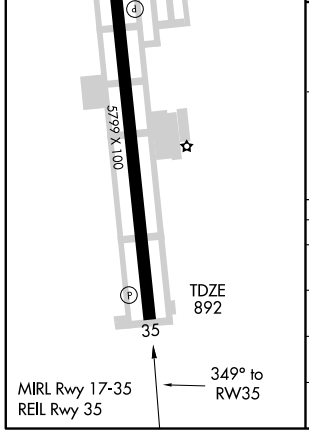
Baro-VNAV NA when using Tulsa Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DA/MDA 60 feet and increase LPV, LNAV/VNAV visibility ¼ mile all Cats and LNAV and circling Cat C visibility ¼ mile.

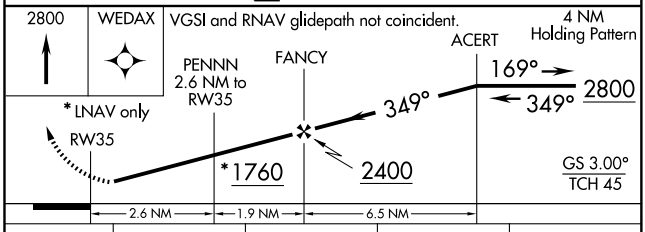
NA

MISSED APPROACH: Climb to 2800 direct WEDAX and hold.

AWOS-3	TULSA APP CON	UNICOM
118.325	124.0 338.3	122.7 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1202-1 310 (400-1)			NA
LNAV/VNAV DA	1317-1½ 425 (500-1½)			NA
LNAV MDA	1240-1 348 (400-1)			NA
CIRCLING	1440-1 548 (600-1)		1440-1½ 548 (600-1½)	NA

VOR/DME GNP 110.6 Chan 43	APP CRS 144°	Rwy Idg N/A TDZE N/A Apt Elev 892

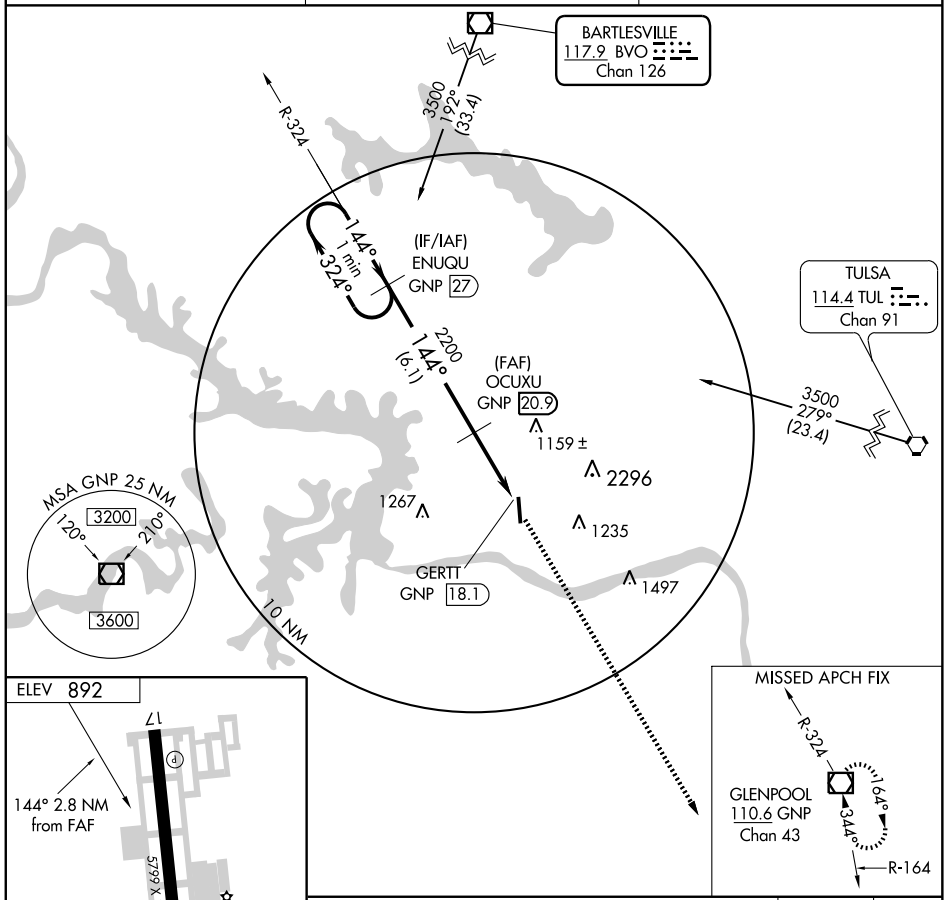
VOR/DME-A

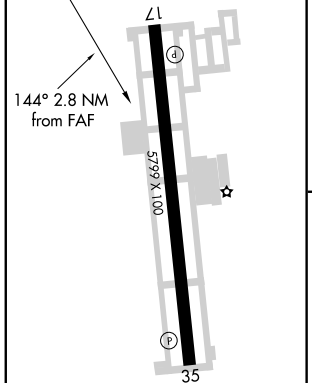
SAND SPRINGS/ WILLIAM R. POGUE MUNI (OWP)

▼ NA When local altimeter setting not received, use Tulsa Intl altimeter setting and increase MDA 60 feet and Cat C visibility ¼ mile.

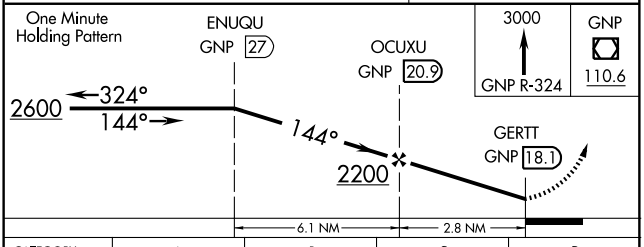
MISSED APPROACH: Climb to 3000 via GNP R-324 to GNP VOR/DME and hold.

AWOS-3	TULSA APP CON	UNICOM
118.325	124.0 338.3	122.7 (CTAF)





REIL Rwy 35
MIRL Rwy 17-35



CATEGORY	A	B	C	D
CIRCLING	1440-1 548 (600-1)		1440-1½ 548 (600-1½)	NA

SC-1, 14 JAN 2010 to 11 FEB 2010

SRE NDB	APP CRS	Rwy Idg	5000
278	162°	TDZE	1024
		Apt Elev	1024

NDB RWY 16

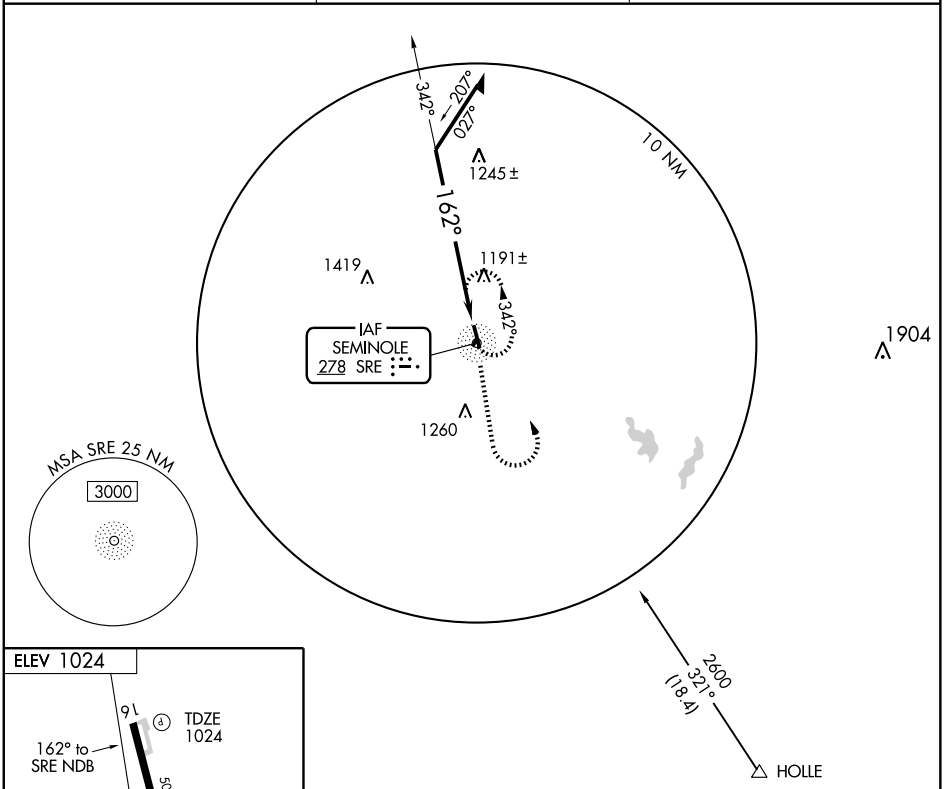
SEMINOLE MUNI (SRE)

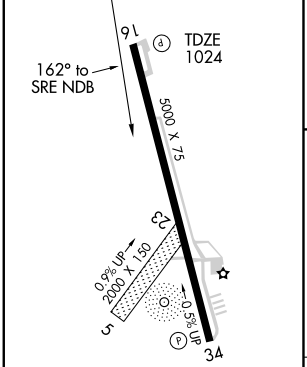
If local altimeter setting not received, use Shawnee Rgnl altimeter setting and increase all MDAs 40 feet.

NA

MISSED APPROACH: Climb to 2000 then climbing left turn to 2600 direct SRE NDB and hold.

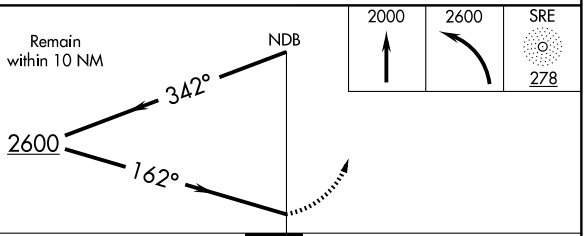
AWOS-3	FORT WORTH CENTER	UNICOM
118.625	132.2 338.35	122.8 (CTAF) L





REIL Rwy 16-34
MIRL Rwy 16-34 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-16	1660-1	636 (700-1)	1660-1¾ 636 (700-1¾)	NA
CIRCLING	1660-1	636 (700-1)	1660-1¾ 636 (700-1¾)	NA

SC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5000
160°	TDZE	1024
	Apt Elev	1024

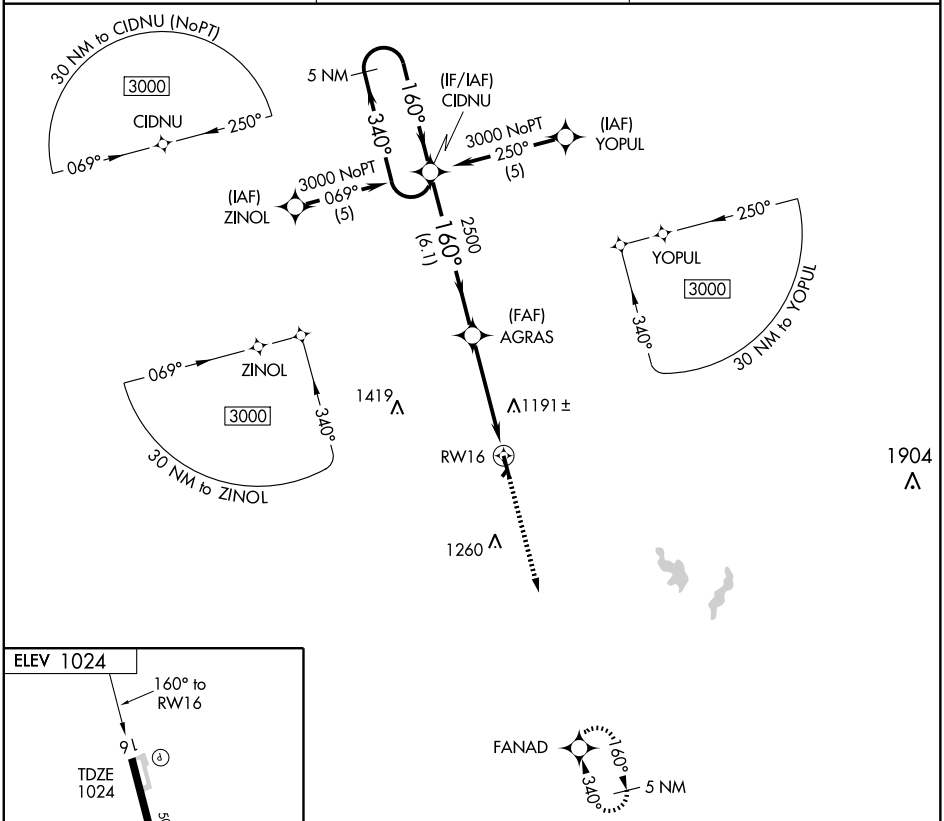
RNAV (GPS) RWY 16

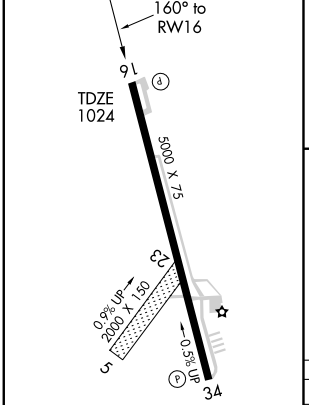
SEMINOLE MUNI (SRE)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Shawnee Rgnl altimeter setting and increase all MDAs 40 feet.

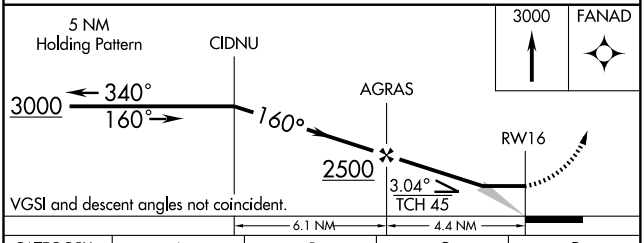
MISSED APPROACH: Climb to 3000 direct FANAD and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.625	132.2 338.35	122.8 (CTAF) L





REIL Rwy 16-34
MIRL Rwy 16-34 L

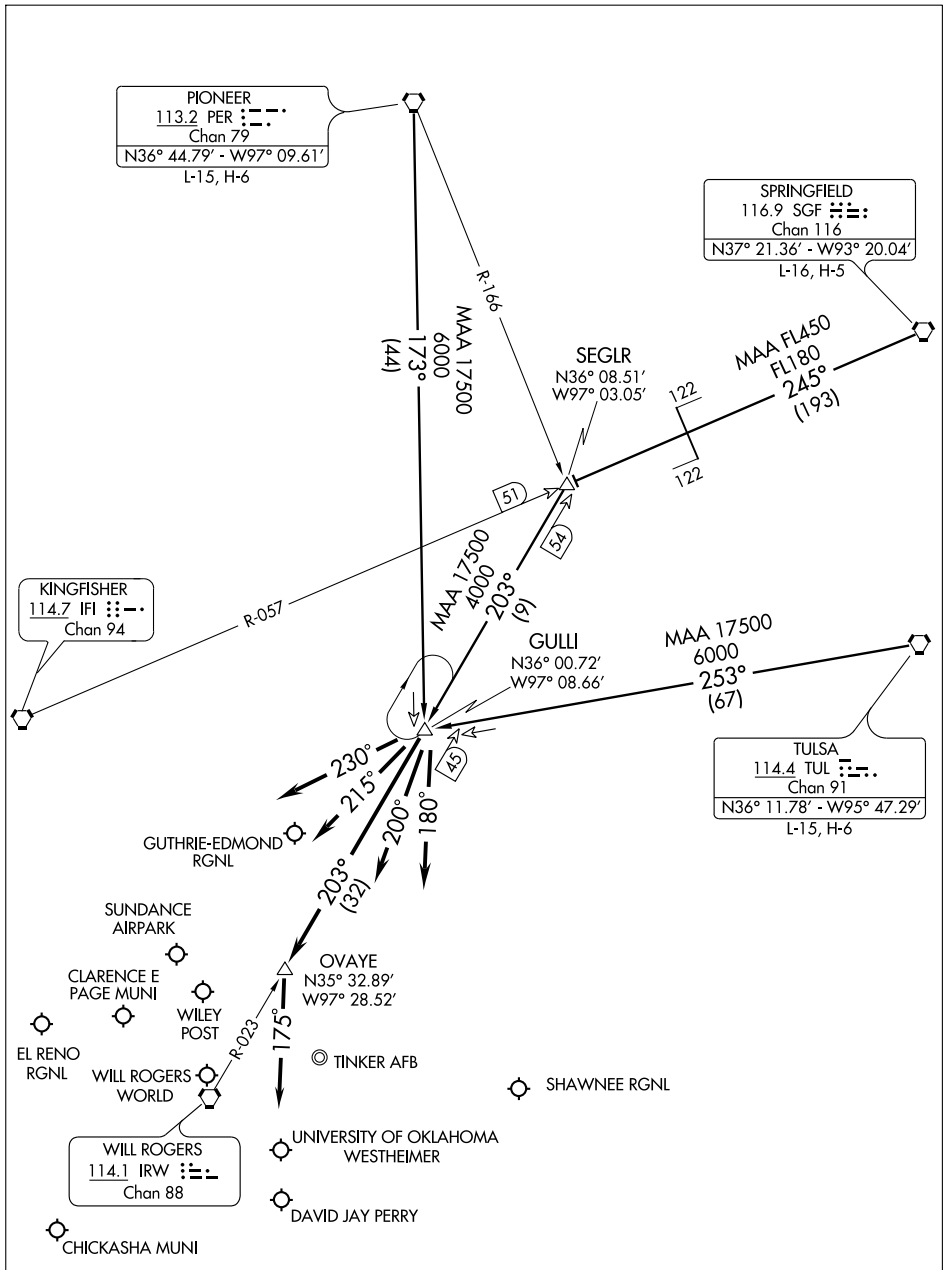


CATEGORY	A	B	C	D
LNAV MDA	1500-1	476 (500-1)	1500-1¼ 476 (500-1¼)	NA
CIRCLING	1500-1	476 (500-1)	1560-1½ 536 (600-1½)	NA

SC-1, 14 JAN 2010 to 11 FEB 2010

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA



NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

GULLI ONE ARRIVAL (GULLI.GULLI1)

ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .
SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .
TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

SC-1, 14 JAN 2010 to 11 FEB 2010

LOC I-HNQ	APP CRS	Rwy Idg	5997
108.75	175°	TDZE	1073
		Apt Elev	1073

ILS or LOC RWY 17

SHAWNEE RGNL (SNL)

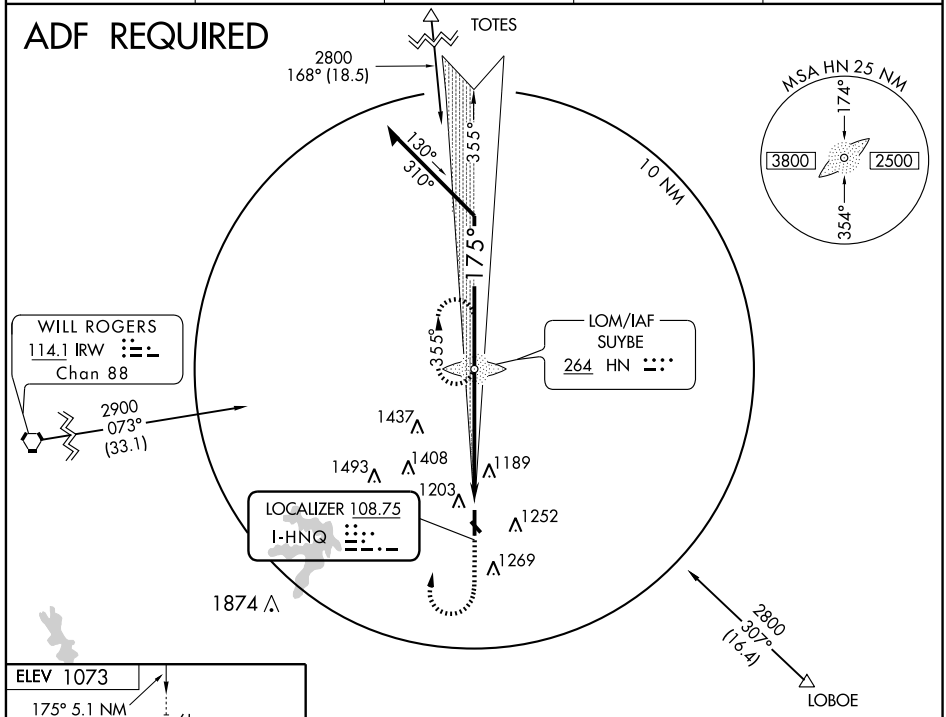
NA — If local altimeter setting not received, use Chandler Rgnl altimeter setting and increase all DA/MDAs 80 feet.

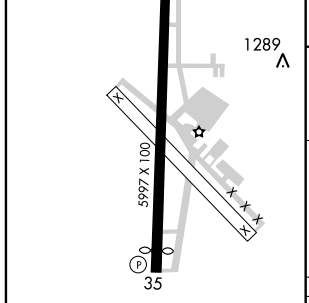
MALSR

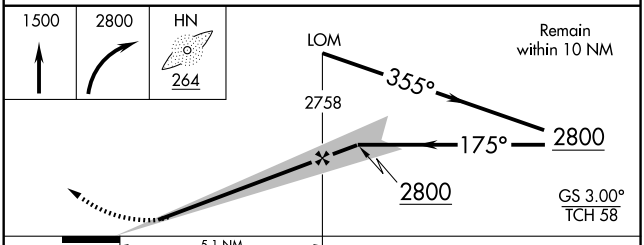
MISSED APPROACH: Climb to 1500 then climbing right turn to 2800 direct SUYBE LOM and hold.

AWOS-3	OKE CITY APP CON	FORT WORTH CENTER	GCO	UNICOM
118.275	120.45 288.325	132.2 338.35	121.725	122.7 (CTAF)

ADF REQUIRED







MIRL Rwy 17-35

REIL Rwys 17 and 35

1161

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	A	B	C	D
S-ILS 17	1273-½ 200 (200-½)			NA
S-LOC 17	1420-½ 347 (400-½)			NA
CIRCLING	1600-1 527 (600-1)		1600-1½ 527 (600-1½)	NA

SC-1, 14 JAN 2010 to 11 FEB 2010

SHAWNEE, OKLAHOMA AL-586 (FAA)

APP CRS	Rwy Idg	5997
175°	TDZE	1073
	Apt Elev	1073

RNAV (GPS) RWY 17

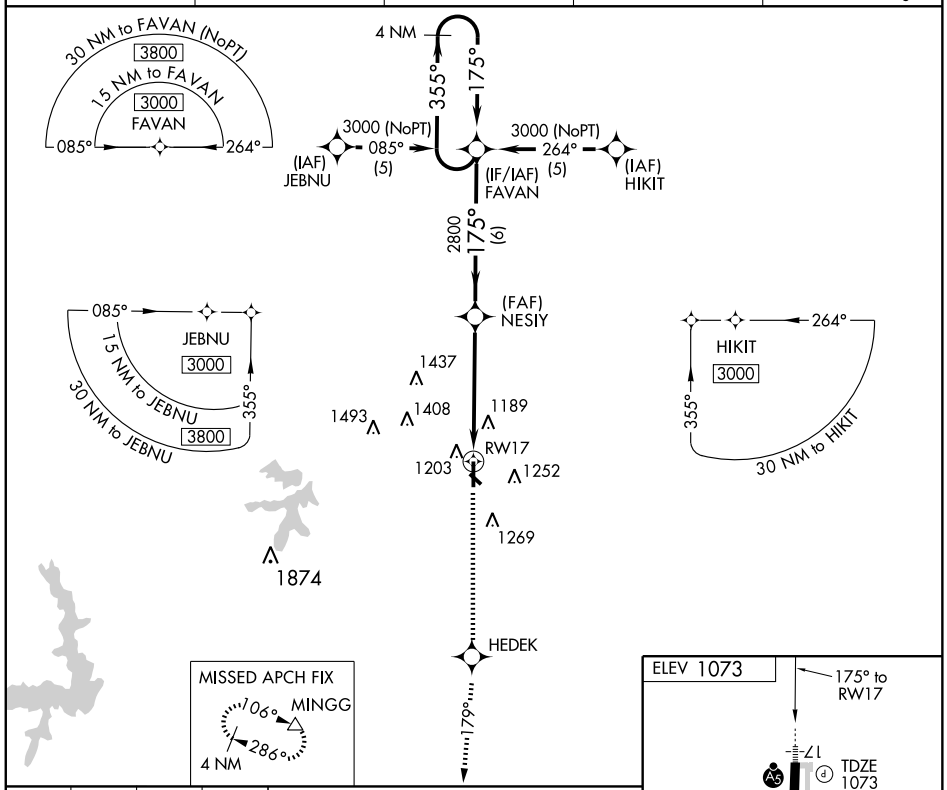
SHAWNEE RGNL (SNL)

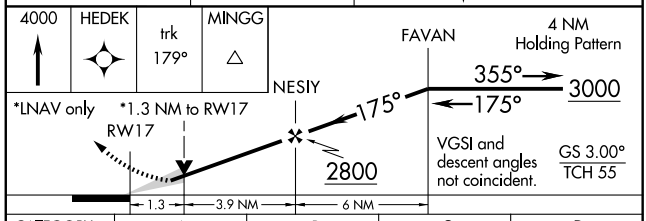
NA If local altimeter setting not received, use Chandler Rgnl altimeter setting and increase all DA/MDAs 80 feet. Baro-VNAV NA below -17C (+2F); Baro-VNAV NA when using Chandler Rgnl altimeter setting. VDP NA when using Chandler Rgnl altimeter setting. GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.

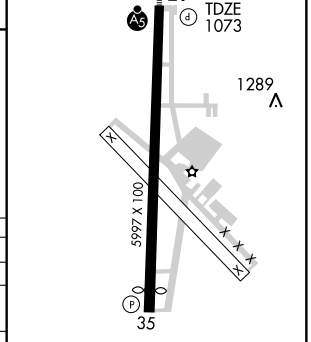
MALSR

MISSED APPROACH: Climb to 4000 direct HEDEK and via 179° track to MINGG and hold.

AWOS-3	OKE CITY APP CON	FORT WORTH CENTER	GCO	UNICOM
118.275	120.45 288.325	132.2 338.35	121.725	122.7 (CTAF) L







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1440-¾ 367 (400-¾)			NA
LNAV MDA	1540-½ 467 (500-½)		1540-¾ 467 (500-¾)	NA
CIRCLING	1600-1¼ 527 (600-1¼)		1600-1½ 527 (600-1½)	NA

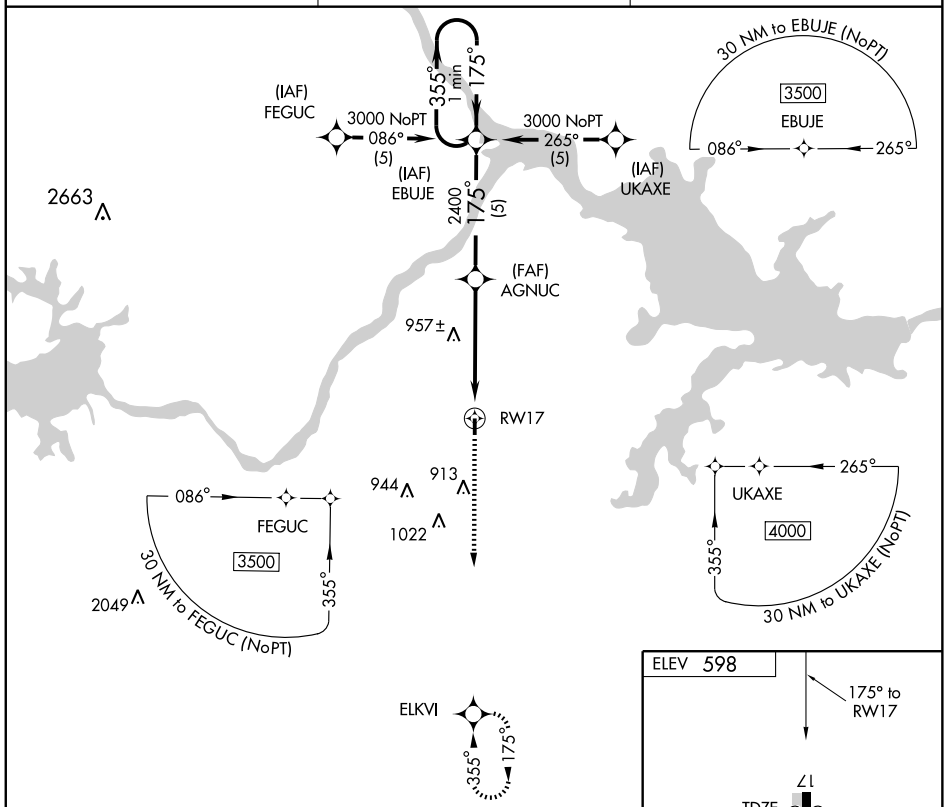
SC-1, 14 JAN 2010 to 11 FEB 2010

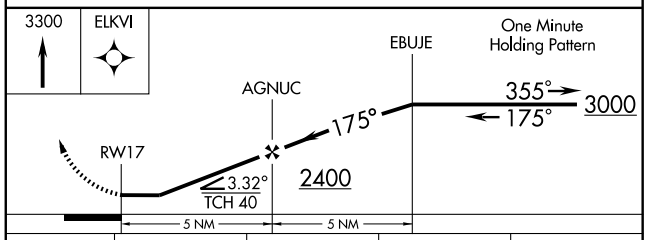
APP CRS	Rwy Idg	3511
175°	TDZE	598
	Apt Elev	598

GPS RWY 17
STIGLER RGNL (GZL)

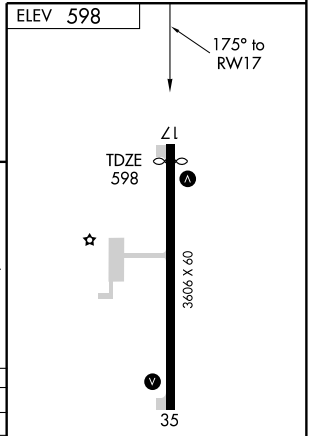
NA	Use Fort Smith altimeter setting.	MISSED APPROACH: Climb to 3300 direct ELKVI WP and hold.

AWOS-3	FORT WORTH CENTER	CTAF
118.575	132.2 338.35	122.9 L





CATEGORY	A	B	C	D
FORT SMITH ALTIMETER SETTING MINIMUMS				
S-17	1360-1 762 (800-1)	1360-1¼ 762 (800-1¼)	NA	
CIRCLING	1360-1 762 (800-1)	1360-1¼ 762 (800-1¼)	NA	



LIRL Rwy 17-35 L

SC-1, 14 JAN 2010 to 11 FEB 2010

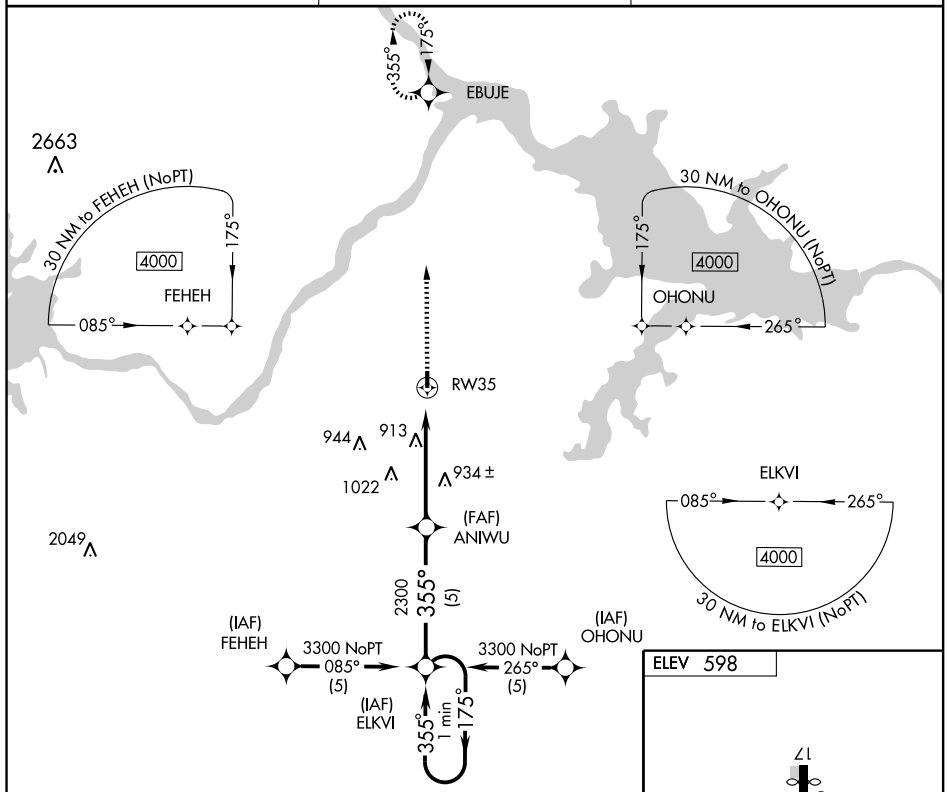
STIGLER, OKLAHOMA AL-9467 (FAA)

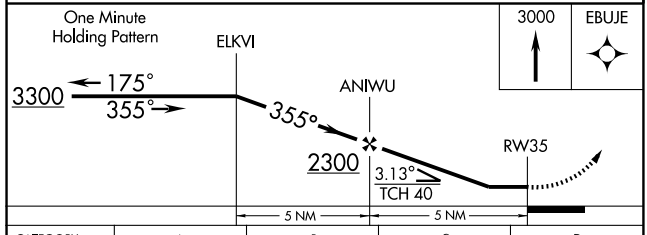
APP CRS	Rwy Idg	3606
355°	TDZE	598
	Apt Elev	598

GPS RWY 35
STIGLER RGNL (GZL)

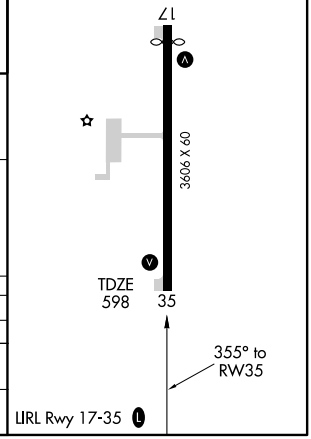
NA	Use Fort Smith altimeter setting.	MISSED APPROACH: Climb to 3000 direct EBUJE WP and hold.

AWOS-3	FORT WORTH CENTER	CTAF
118.575	132.2 338.35	122.9 L





CATEGORY	A	B	C	D
FORT SMITH ALTIMETER SETTING MINIMUMS				
S-35	1340-1 742 (800-1)	1340-1 ¼ 742 (800-1 ¼)	NA	
CIRCLING	1340-1 742 (800-1)	1340-1 ¼ 742 (800-1 ¼)	NA	



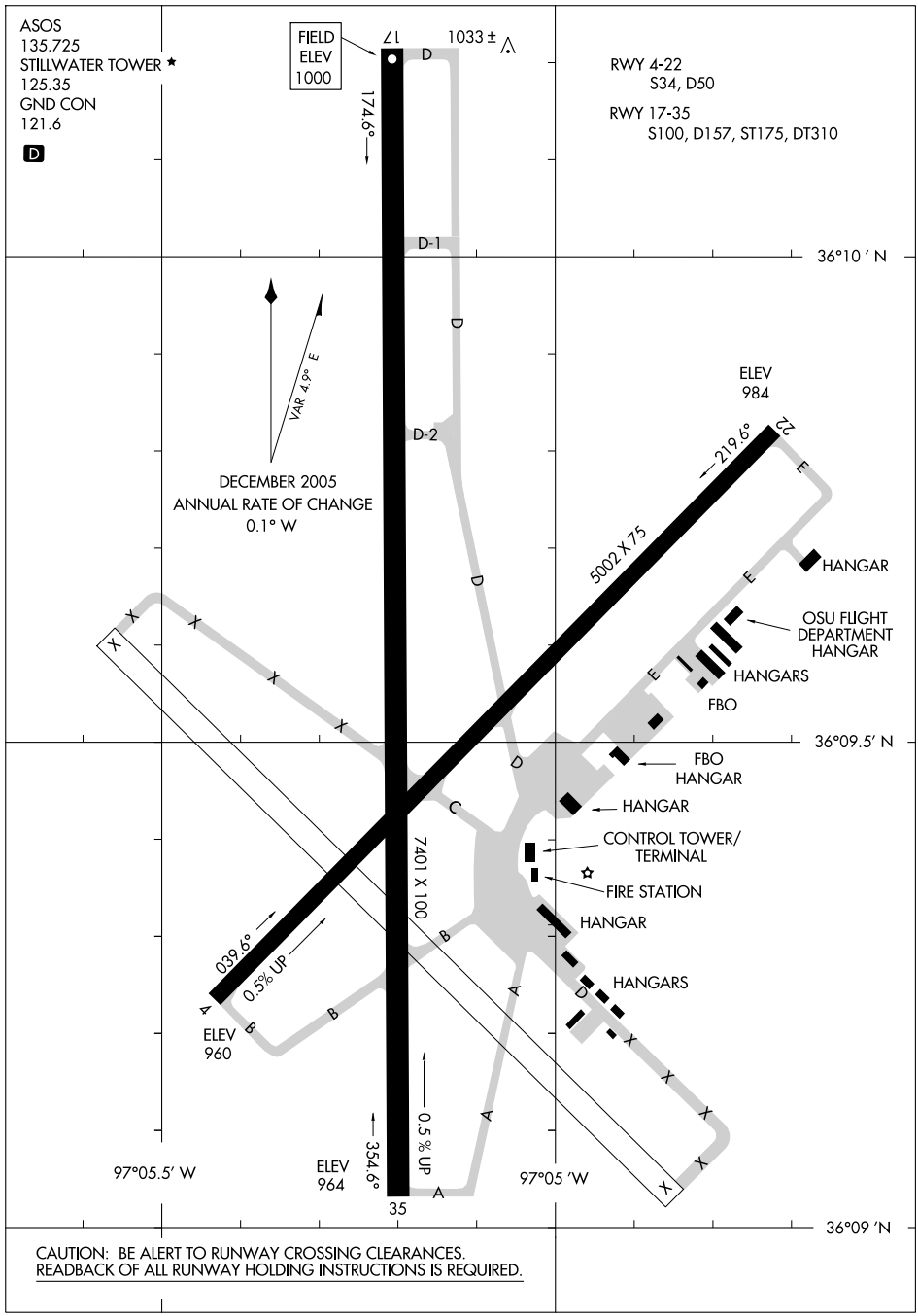
SC-1, 14 JAN 2010 to 11 FEB 2010

09183

AIRPORT DIAGRAM

AL-5151 (FAA)

STILLWATER RGNL (SWO)
STILLWATER, OKLAHOMA



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-1, 14 JAN 2010 to 11 FEB 2010

LOC I-SWO 109.15 Chan 28(Y)	APP CRS 174°	Rwy Idg 7401 TDZE 1000 Apt Elev 1000

ILS or LOC RWY 17

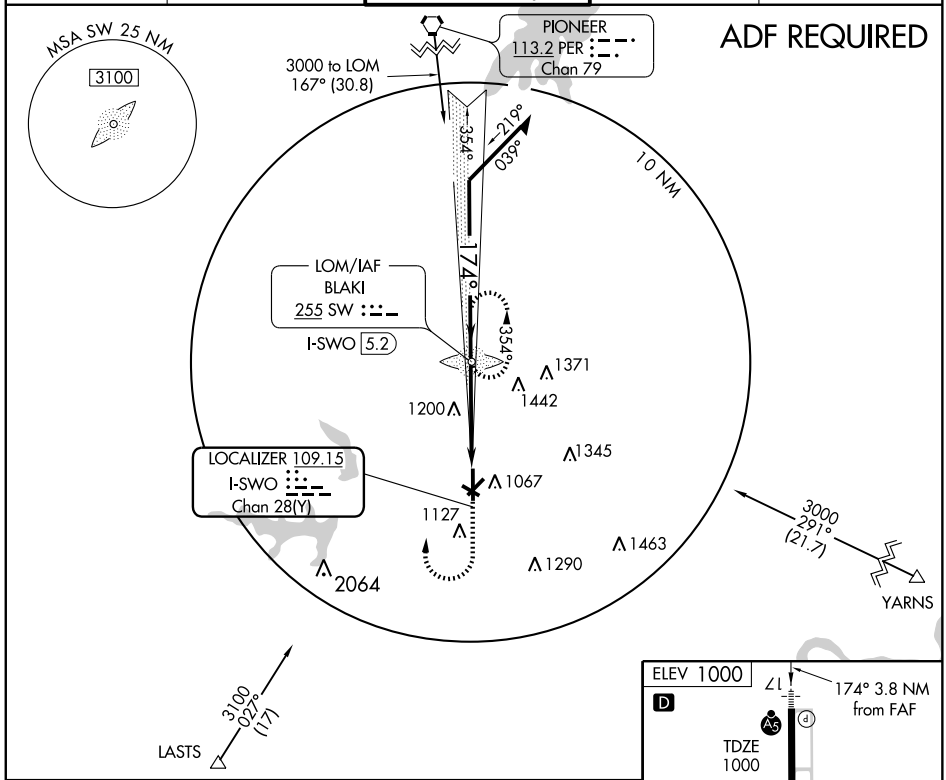
STILLWATER RGNL (SWO)

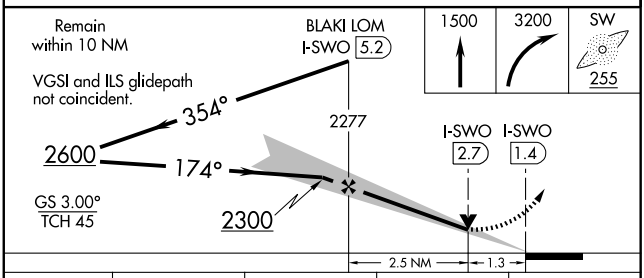
A If local altimeter setting not received, use Ponca City Rgnl altimeter setting and increase all DA/MDAs 80 feet. VDP NA with Ponca City Rgnl altimeter setting.

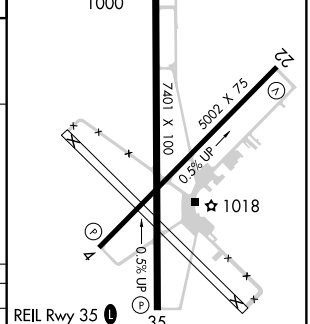
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3200 direct BLAKI LOM and hold.

ASOS 135.725	KANSAS CITY CENTER 128.3 291.7	STILLWATER TOWER ★ 125.35 (CTAF) L	GND CON 121.6	UNICOM 122.95







CATEGORY	A	B	C	D
S-ILS 17	1200-½ 200 (200-½)			
S-LOC 17	1460-½ 460 (500-½)		1460-¾ 460 (500-¾)	1460-1 460 (500-1)
CIRCLING	1460-1 460 (500-1)		1460-1½ 460 (500-1½)	1560-2 560 (600-2)

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

SC-1, 14 JAN 2010 to 11 FEB 2010

LOM SW	APP CRS	Rwy Idg	7401
255	175°	TDZE	1000
		Apt Elev	1000

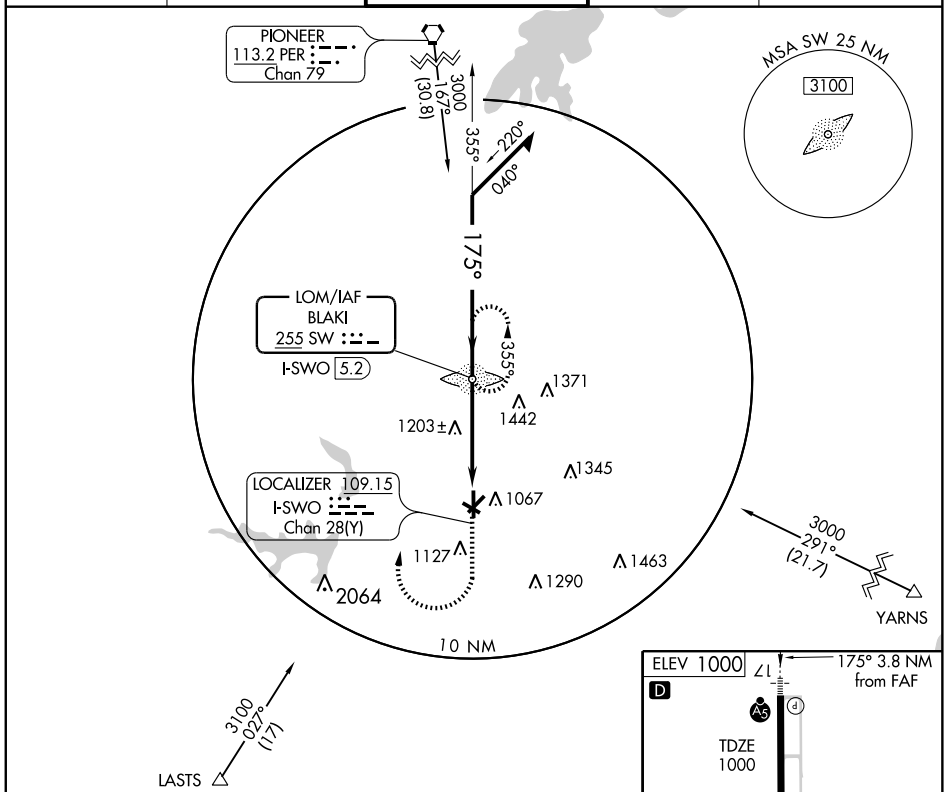
NDB RWY 17
STILLWATER RGNL (SWO)

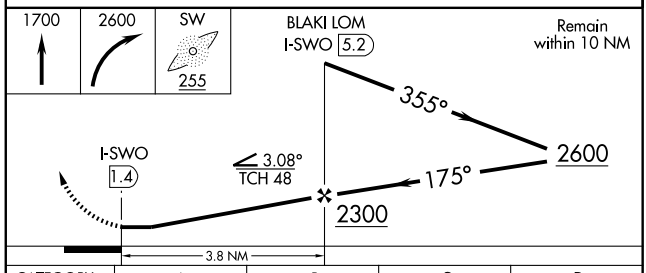
⚠ If local altimeter setting not received, use Ponca City Rgnl altimeter setting and increase all MDAs 80 feet.

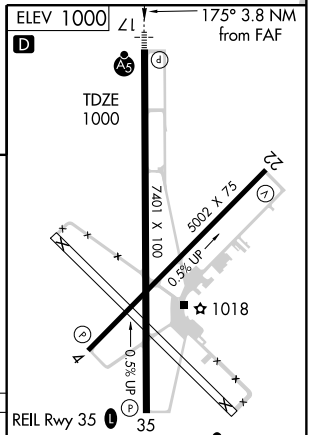
MALSR

MISSED APPROACH: Climb to 1700 then climbing right turn to 2600 direct SW LOM and hold.

ASOS	KANSAS CITY CENTER	STILLWATER TOWER ★	GND CON	UNICOM
135.725	128.3 291.7	125.35 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
S-17	1520-¾ 520 (600-¾)		1520-1 520 (600-1)	1520-1½ 520 (600-1½)
CIRCLING	1520-1 520 (600-1)		1520-1½ 520 (600-1½)	1560-2 560 (600-2)

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

SC-1, 14 JAN 2010 to 11 FEB 2010

WAAS CH 90108 W17A	APP CRS 174°	Rwy Idg 7401 TDZE 1000 Apt Elev 1000

RNAV (GPS) RWY 17

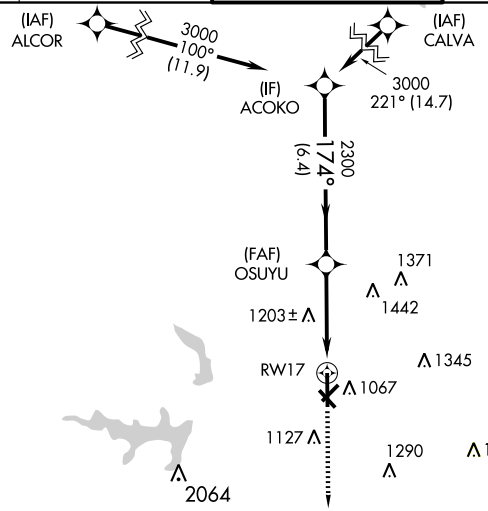
STILLWATER RGNL (SWO)

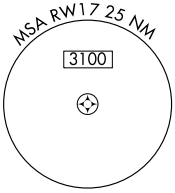
If local altimeter setting not received, use Ponca City Rgnl altimeter setting and increase all DA/MDAs 80 feet. VDP and Baro-VNAV NA when using Ponca City Rgnl altimeter setting. Baro-VNAV NA below -17C (2F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV visibility to ¾ mile all Cats.

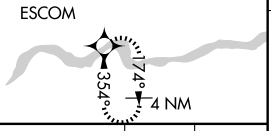
MALSR

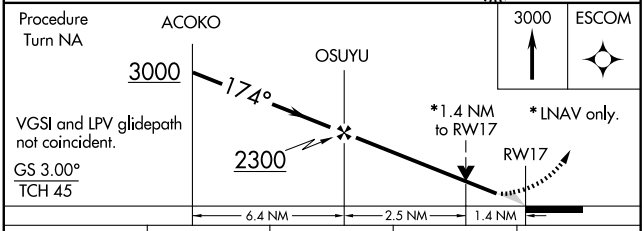
MISSED APPROACH: Climb to 3000 direct ESCOM WP and hold.

ASOS	KANSAS CITY CENTER	STILLWATER TOWER★	GND CON	UNICOM
135.725	128.3 291.7	125.35 (CTAF)	121.6	122.95

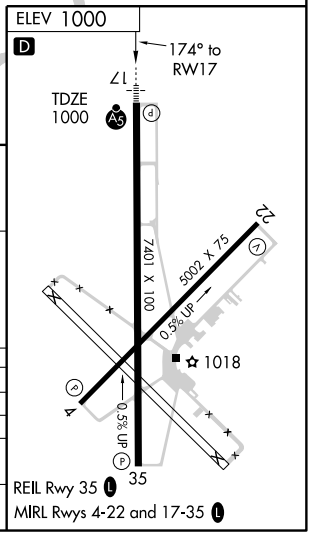








CATEGORY	A	B	C	D
LPV DA		1250-½	250 (300-½)	
LNAV/VNAV DA		1420-1	420 (500-1)	
LNAV MDA	1480-½ 480 (500-½)		1480-¾ 480 (500-¾)	1480-1 480 (500-1)
CIRCLING	1480-1½ 480 (500-1½)			1560-2 560 (600-2)



SC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS		
354°	Rwy Idg	7401
	TDZE	964
	Apt Elev	1000

RNAV (GPS) RWY 35

STILLWATER RGNL (SWO)

⚠ If local altimeter setting not received, use Ponca City Rgnl altimeter setting and increase all MDAs 80 feet. VDP NA with Ponca City Rgnl altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct ACOKO WP and hold.

ASOS	KANSAS CITY CENTER	STILLWATER TOWER ★	GND CON	UNICOM
135.725	128.3 291.7	125.35 (CTAF)	121.6	122.95

4 NM 174° 354° ACOKO

1371 1442 1200 1345 1067 RW35 1127 1463 1290 2064

MSA RW35 25 NM 3100

(FAF) BADIC

Procedure NA for arrivals at ALTOR WP on V140 southwest bound.

2600 354° (6.1)

(IAF) ALTOR 3000 083° (15.9)

(IF) ESCOM

3000 333° (13.6) (IAF) TOTES

ELEV 1000 D

REIL Rwy 35 L
MIRL Rwys 4-22 and 17-35 L

17 A5 7401 X 100 5002 X 75 0.5% UP 1018 0.5% UP 35 TDZE 964 354° to RW35

3000 ACOKO

ESCOM Procedure Turn NA

BADIC 3000 354° 2600

1.2 NM to RW35 RW35 3.05° TCH 45

VGSI and descent angles not coincident.

1.2 3.7 NM 6.1 NM

CATEGORY	A	B	C	D
LNAV MDA	1380-1 416 (400-1)		1380-1¼ 416 (400-1¼)	
CIRCLING	1400-1 400 (500-1)	1460-1 460 (500-1)	1460-1½ 460 (500-1½)	1560-2 560 (600-2)

SC-1, 14 JAN 2010 to 11 FEB 2010

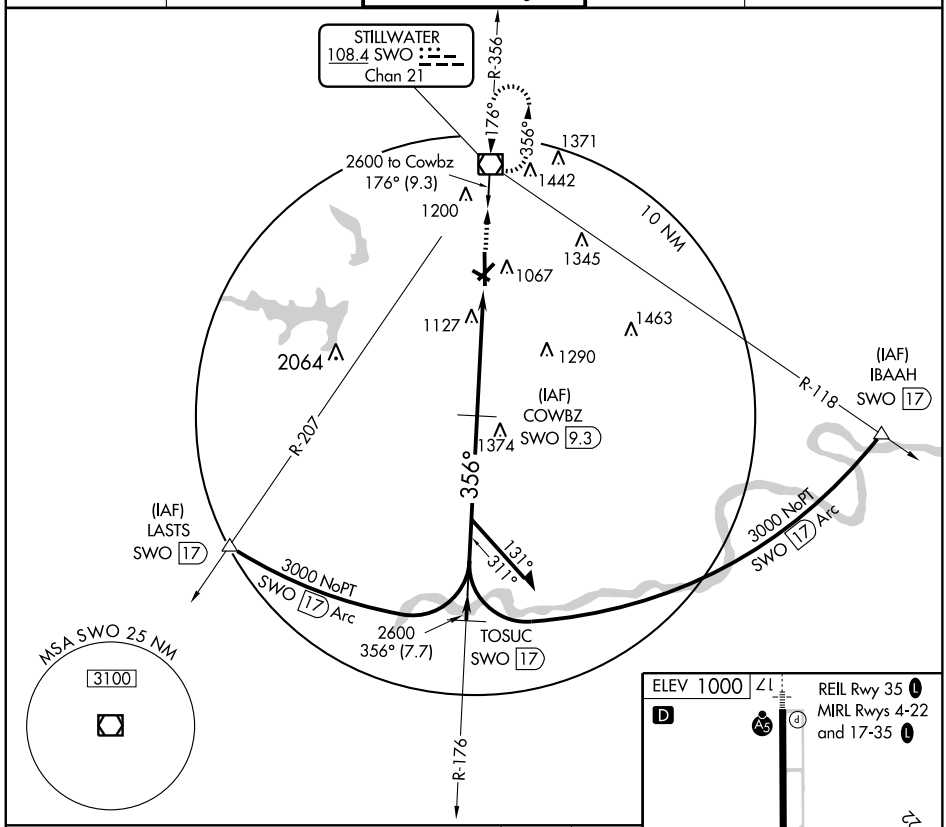
VOR/DME SWO	APP CRS	Rwy Idg	7401
108.4	356°	TDZE	964
Chan 21		Apt Elev	1000

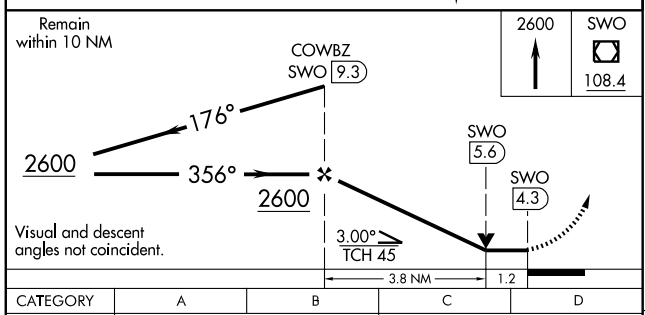
VOR/DME RWY 35
STILLWATER RGNL (SWO)

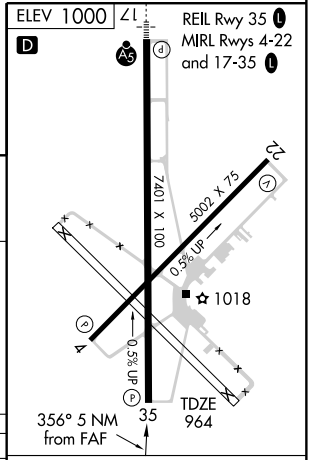
⚠ If local altimeter setting not received, use Ponca City Rgnl altimeter setting and increase all MDA'S 80 feet. VDP NA with Ponca City altimeter setting.

MISSED APPROACH: Climb to 2600 direct SWO VOR/DME and hold.

ASOS	KANSAS CITY CENTER	STILLWATER TOWER ★	GND CON	UNICOM
135.725	128.3 291.7	125.35 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
S-35	1380-1 416 (400-1)		1380-1¼ 416 (400-1¼)	
CIRCLING	1400-1 400 (500-1)	1460-1 460 (500-1)	1460-1½ 460 (500-1½)	1560-2 560 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SC-1, 14 JAN 2010 to 11 FEB 2010

VOR/DME SWO	APP CRS	Rwy Idg	7401
108.4	178°	TDZE	1000
Chan 21		Apt Elev	1000

VOR RWY 17

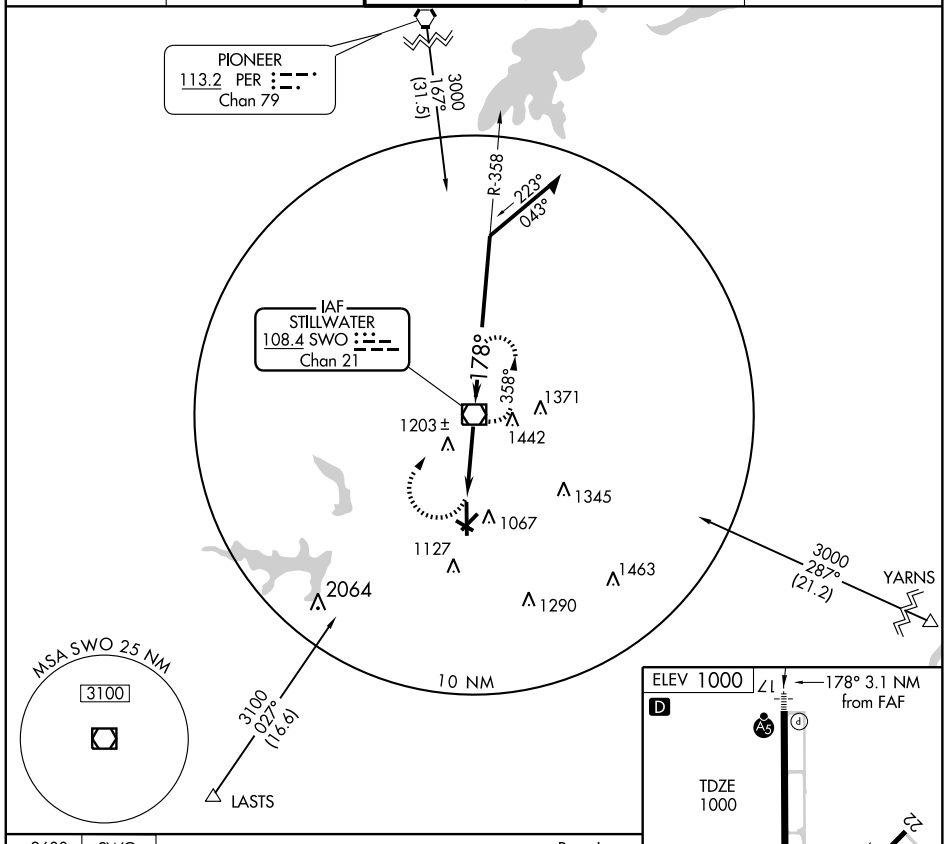
STILLWATER RGNL (SWO)

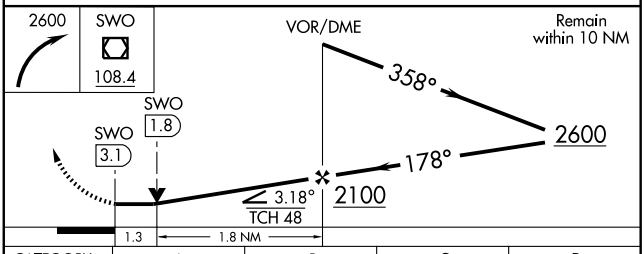
If local altimeter setting not received, use Ponca City Rgnl altimeter setting and increase all MDA's 80 feet. VDP NA with Ponca City altimeter setting. For inoperative MALSR increase S-17 Cats A/B visibility to 1 mile.

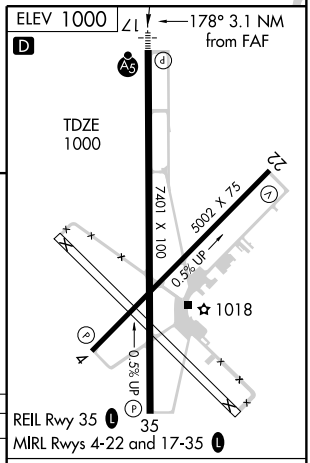
MALSR

MISSED APPROACH: Climbing right turn to 2600 direct SWO VOR/DME and hold.

ASOS	KANSAS CITY CENTER	STILLWATER TOWER ★	GND CON	UNICOM
135.725	128.3 291.7	125.35 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
S-17	1460-¾ 460 (500-¾)			1460-1 460 (500-1)
CIRCLING	1460-1 460 (500-1)		1460-1½ 460 (500-1½)	1560-2 560 (600-2)

FAF to MAP 3.1 NM

Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

SC-1, 14 JAN 2010 to 11 FEB 2010

NDB TQH	APP CRS	Rwy Idg	5001
215	180°	TDZE	873
		Apt Elev	873

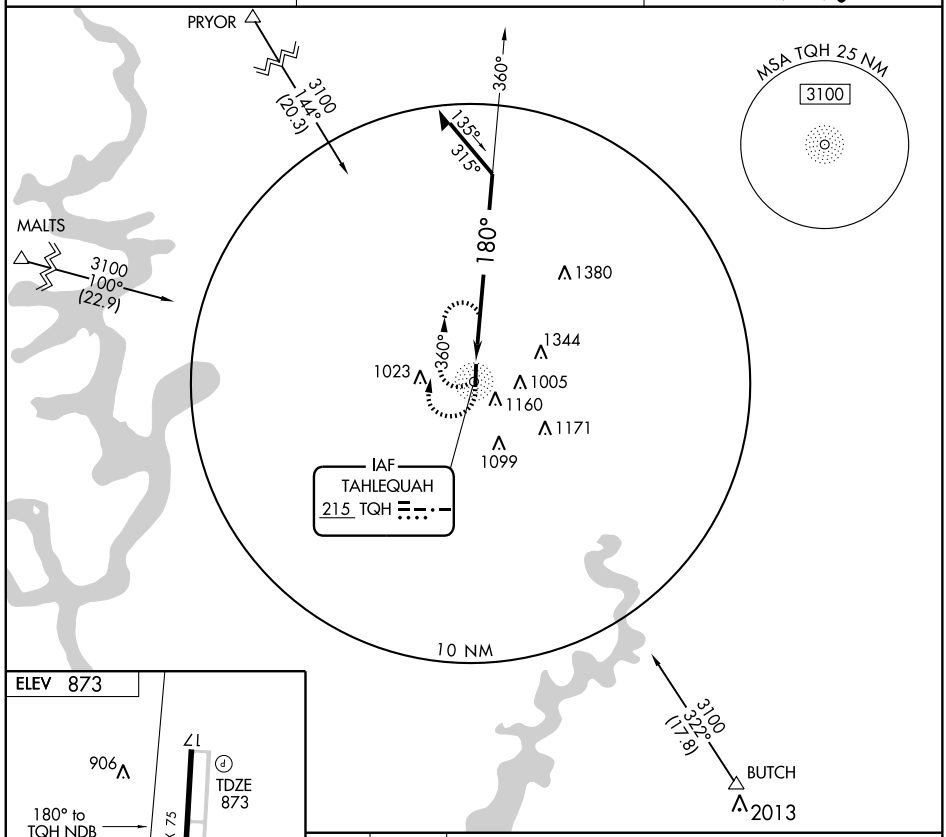
NDB RWY 17

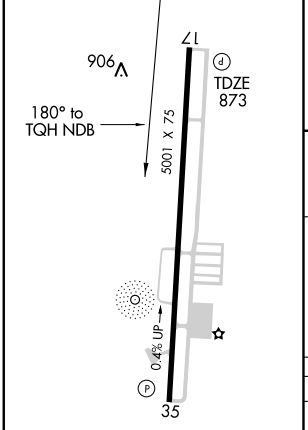
TAHLEQUAH MUNI (TQH)

NA

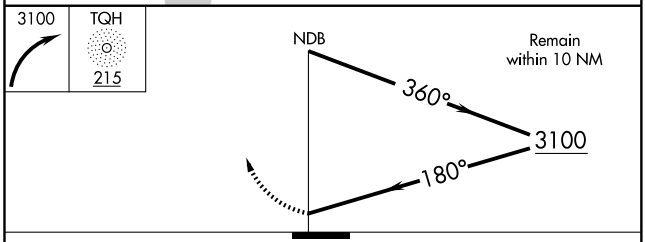
MISSED APPROACH: Climbing right turn to 3100 in TQH NDB holding pattern.

AWOS-3	MEMPHIS CENTER	UNICOM
118.425	126.1 269.0	122.8 (CTAF) L





MIRL Rwy 17-35 L



CATEGORY	A	B	C	D
S-17	1660-1 787 (800-1)	1660-1¼ 787 (800-1¼)	1660-2¼ 787 (800-1¼)	NA
CIRCLING	1660-1 787 (800-1)	1660-1¼ 787 (800-1¼)	1660-2¼ 787 (800-1¼)	NA

SC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5001
177°	TDZE	874
	Apt Elev	874

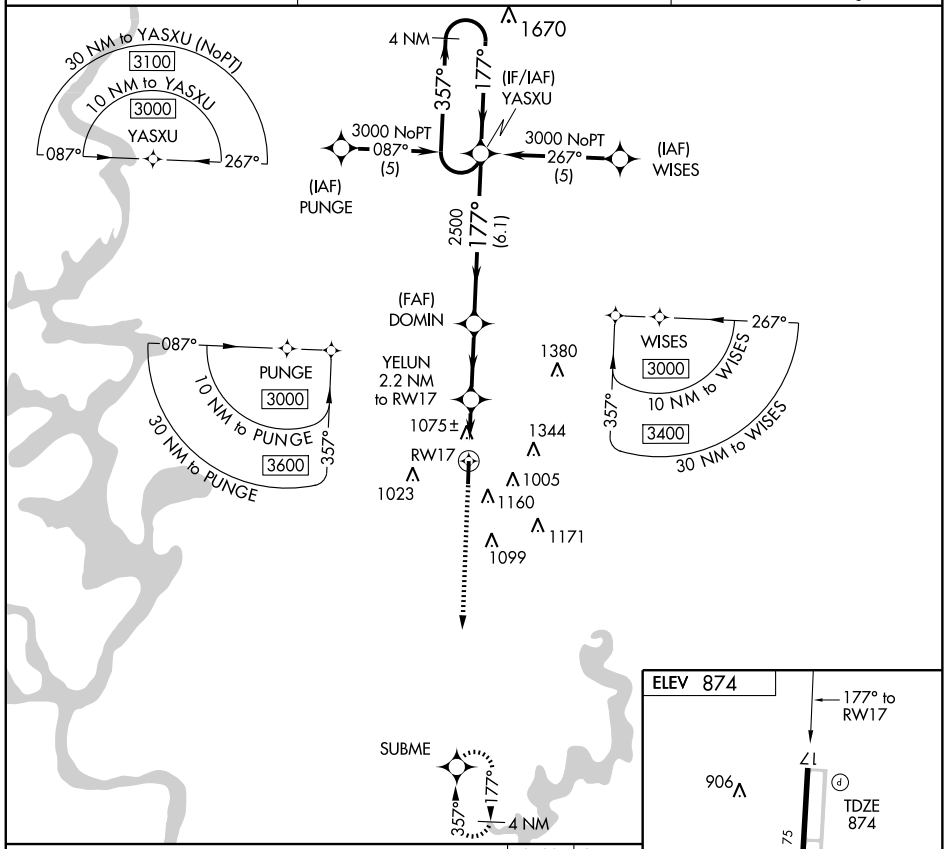
RNAV (GPS) RWY 17

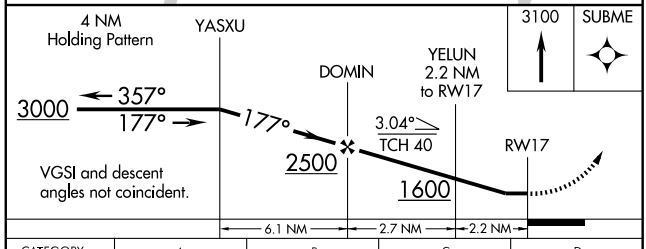
TAHLEQUAH MUNI (TQH)

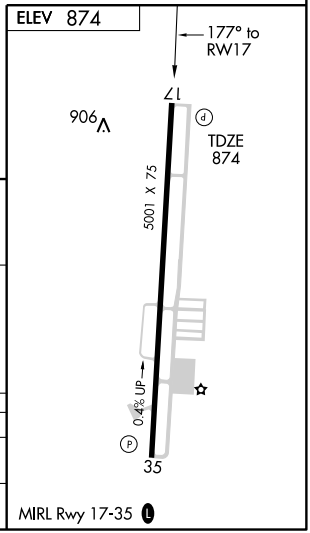
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Muskogee altimeter setting and increase all MDAs 100 feet and increase LNAV Cat C visibility ¼ mile, circling Cat B ¼ mile and Cat C ½ mile.

MISSED APPROACH: Climb to 3100 direct SUBME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.425	126.1 269.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1380-1	506 (600-1)	1380-1½ 506 (600-1½)	NA
CIRCLING	1520-1	646 (700-1)	1520-1¾ 646 (700-1¾)	NA

MIRL Rwy 17-35 L

SC-1, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5001
CH 90207	357°	TDZE	874
W35A		Apt Elev	874

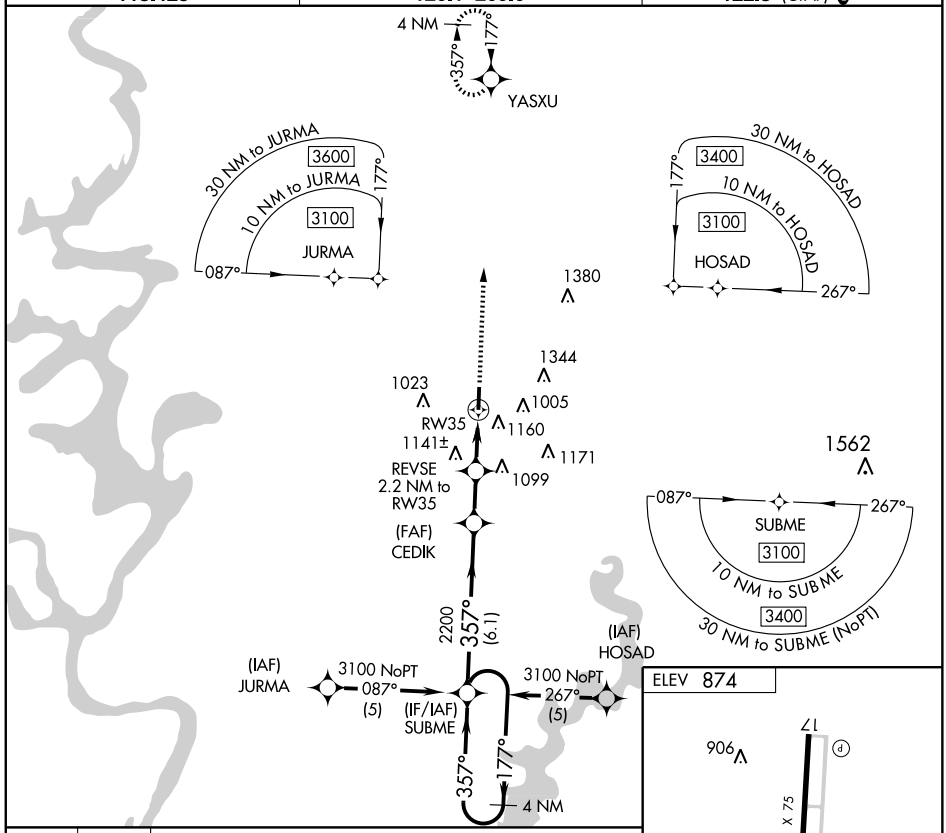
RNAV (GPS) RWY 35

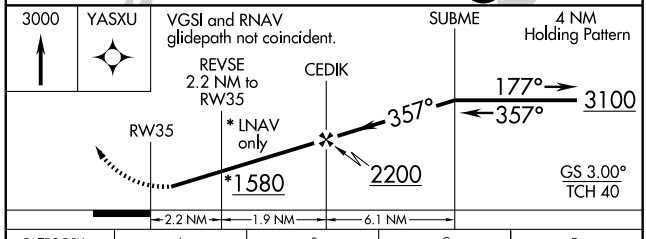
TAHLEQUAH MUNI (TQH)

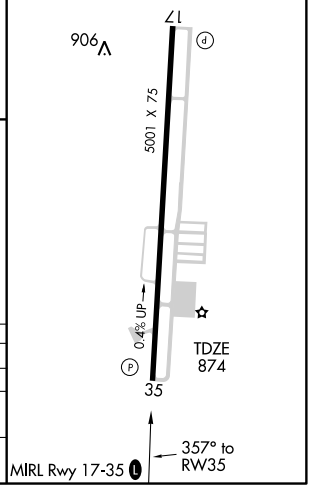
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Muskogee altimeter setting and increase all DAs 92 feet and all LPV visibilities ¼ mile; increase all MDAs 100 feet and LNAV Cat C visibility ¼ mile, circling Cat B ¼ mile and Cat C ½ mile.

MISSED APPROACH: Climb to 3000 direct YASXU and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.425	126.1 269.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1124-1	250 (300-1)		NA
LNAV MDA	1400-1	526 (600-1)	1400-1½ 526 (600-1½)	NA
CIRCLING	1520-1	646 (700-1)	1520-1¾ 646 (700-1¾)	NA

SC-1, 14 JAN 2010 to 11 FEB 2010

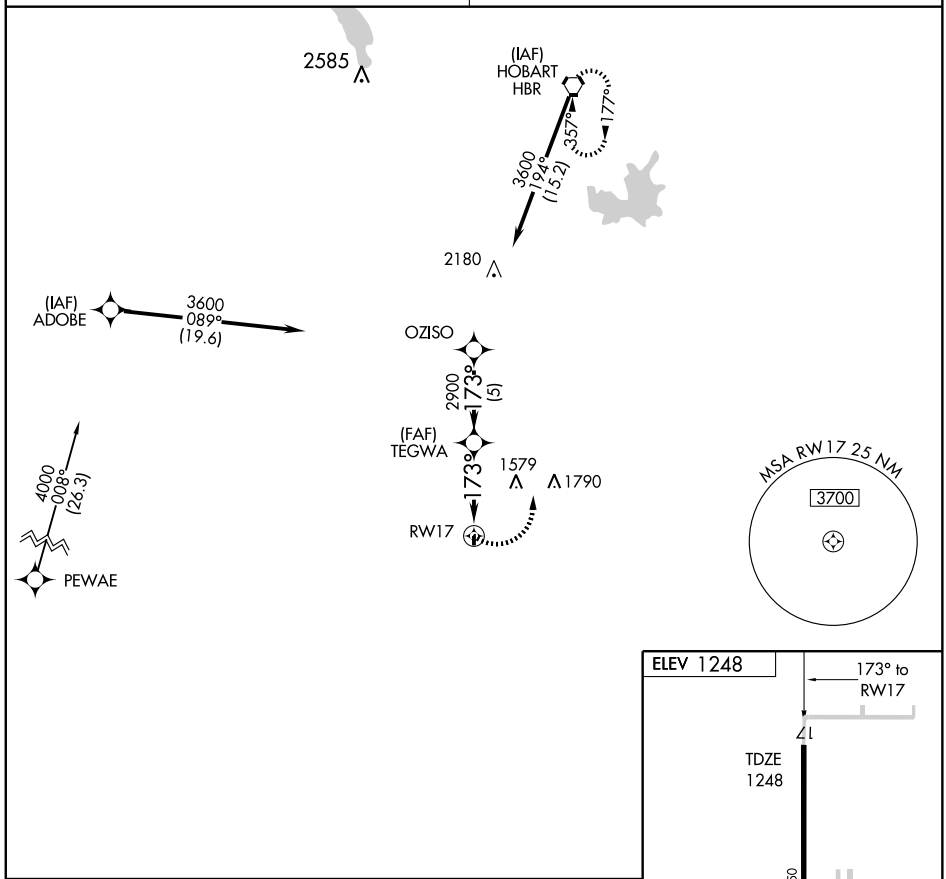
APP CRS	Rwy Idg	3062
173°	TDZE	1248
	Apt Elev	1248

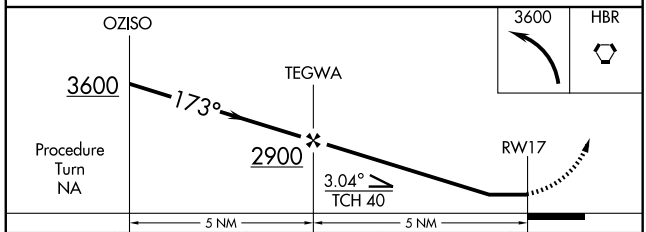
GPS RWY 17
TIPTON MUNI (108)

NA Use Altus AFB altimeter setting.

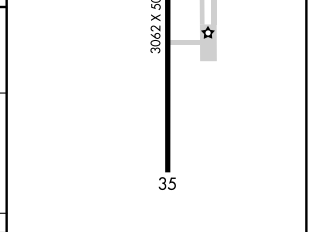
MISSED APPROACH: Climbing left turn to 3600 direct HBR VORTAC and hold.

ALTUS APP CON★	CTAF
125.1 257.725	122.9





CATEGORY	A	B	C	D
S-17	1760-1	512 (600-1)	NA	
CIRCLING	1780-1	532 (600-1)	NA	



MIRL Rwy 17-35

SC-1, 14 JAN 2010 to 11 FEB 2010

VORTAC HBR	APP CRS	Rwy Idg	3062
111.8	183°	TDZE	1248
Chan 55		Apt Elev	1248

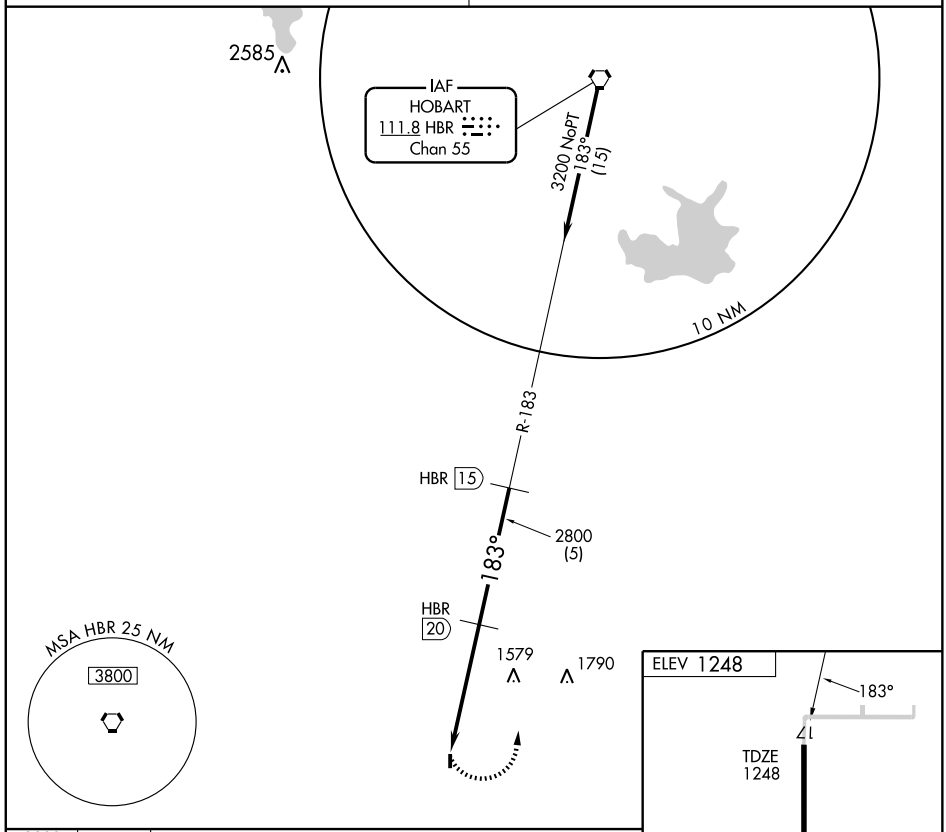
VOR/DME RWY 17

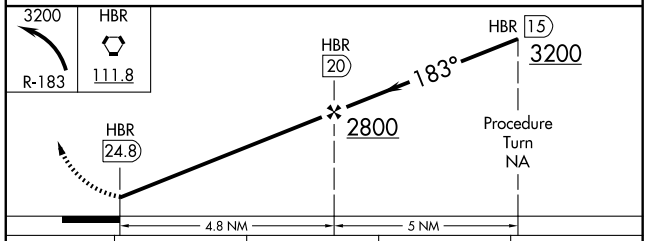
TIPTON MUNI (108)

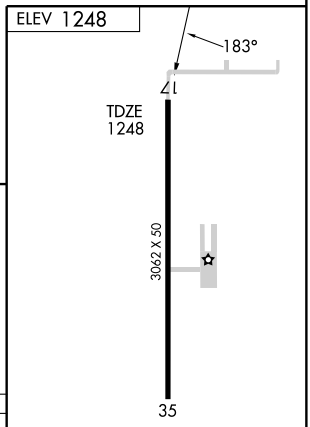
NA Use Altus AFB, OK altimeter setting.

MISSED APPROACH: Climbing left turn to 3200 to HBR VORTAC via R-183.

ALTUS APP CON ★	CTAF
125.1 257.725	122.9







MIRL Rwy 17-35

CATEGORY	A	B	C	D
S-17	2000-1 752 (800-1)	2000-1¼ 752 (800-1¼)	NA	
CIRCLING	2000-1 752 (800-1)	2000-1¼ 752 (800-1¼)	NA	

Knots	60	90	120	150	180
Min:Sec					

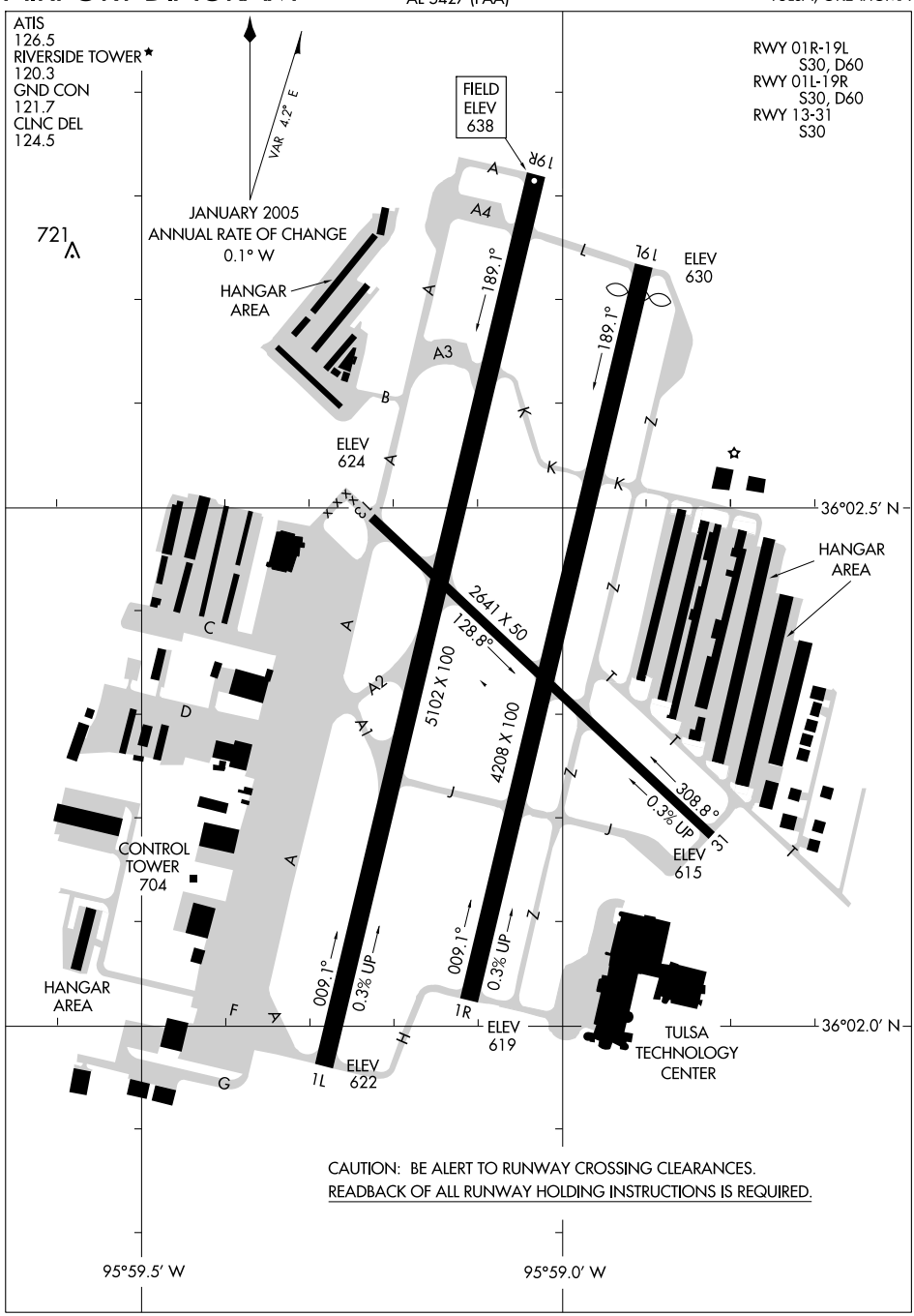
SC-1. 14 JAN 2010 to 11 FEB 2010

09295

AIRPORT DIAGRAM

AL-5427 (FAA)

TULSA/ RICHARD LLOYD JONES JR. (RVS)
TULSA, OKLAHOMA



SC-1, 14 JAN 2010 to 11 FEB 2010

LOC I-RVS	APP CRS	Rwy 1L ldg	5102	Rwy 1R ldg	4208
109.95	007°	TDZE	626	TDZE	624
		Apt Elev	638	Apt Elev	638

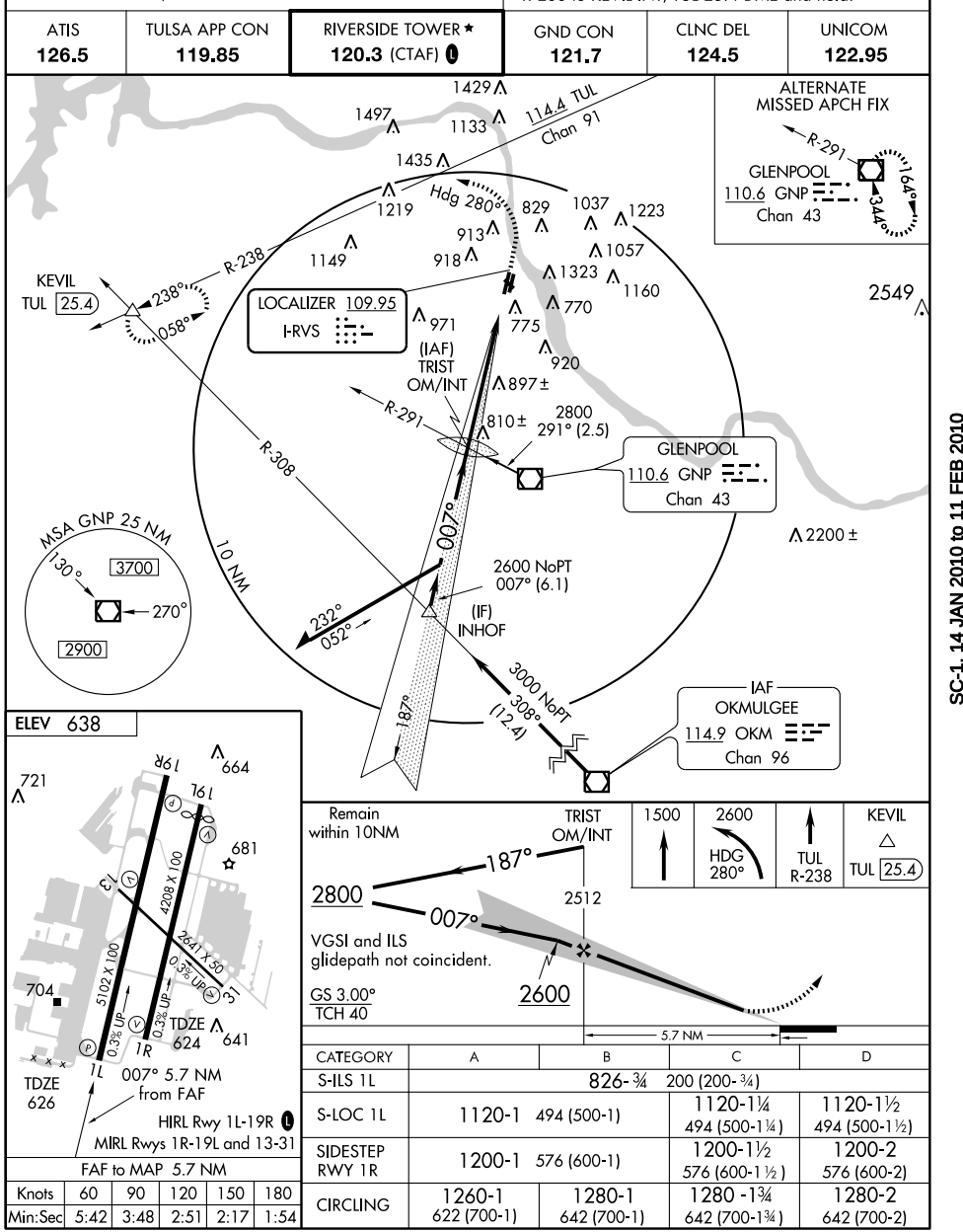
ILS or LOC RWY 1L

TULSA/ RICHARD LLOYD JONES JR. (RVS)

Circling NA northeast of Rwys 31 and 19L. If local altimeter setting not received, use Tulsa Intl altimeter setting: increase DA to 856 feet; increase all MDAs 40 feet.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2600 via heading 280° and TUL VORTAC R-238 to KEVIL INT/TUL 25.4 DME and hold.

ATIS	TULSA APP CON	RIVERSIDE TOWER ★	GND CON	CLNC DEL	UNICOM
126.5	119.85	120.3 (CTAF) L	121.7	124.5	122.95



FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

CATEGORY	A	B	C	D
S-ILS 1L	826-¾	200 (200-¾)		
S-LOC 1L	1120-1 494 (500-1)		1120-1¼ 494 (500-1¼)	1120-1½ 494 (500-1½)
SIDESTEP RWY 1R	1200-1 576 (600-1)		1200-1½ 576 (600-1½)	1200-2 576 (600-2)
CIRCLING	1260-1 622 (700-1)	1280-1 642 (700-1)	1280 -1¾ 642 (700-1¾)	1280-2 642 (700-2)

SC-1, 14 JAN 2010 to 11 FEB 2010

WAAS CH 97321 W01A	APP CRS 007°	Rwy Idg 5102 TDZE 626 Apt Elev 638

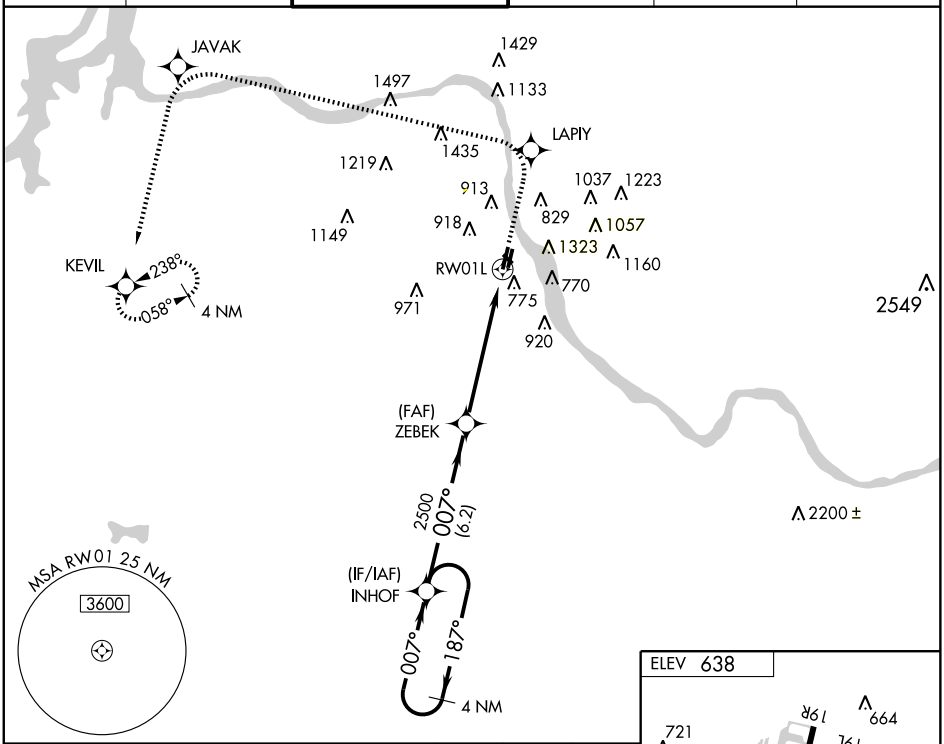
RNAV (GPS) RWY 1L

TULSA/RICHARD LLOYD JONES JR. (RVS)

DME/DME RNP-0.3 NA. VDP NA when using Tulsa Intl altimeter setting. If local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DAs/MDAs 40 feet. Circling NA northeast of runways 31 and 19L.

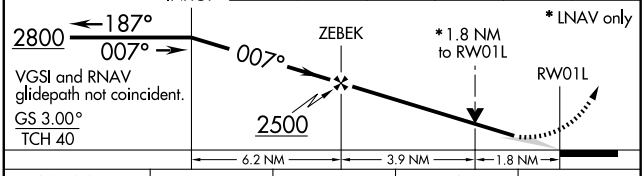
MISSED APPROACH: Climb to 2600 direct LAPIY, then left turn via 277° track to JAVAK, then left turn via 187° track to KEVIL and hold.

ATIS	TULSA APP CON	RIVERSIDE TOWER ★	GND CON	CLNC DEL	UNICOM
126.5	119.85	120.3 (CTAF) L	121.7	124.5	122.95

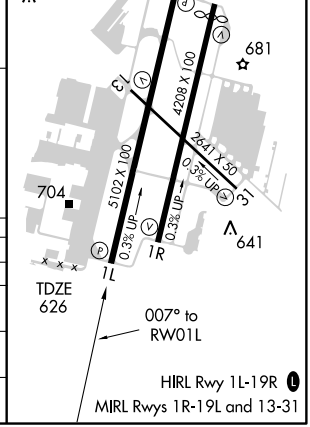


4 NM Holding Pattern

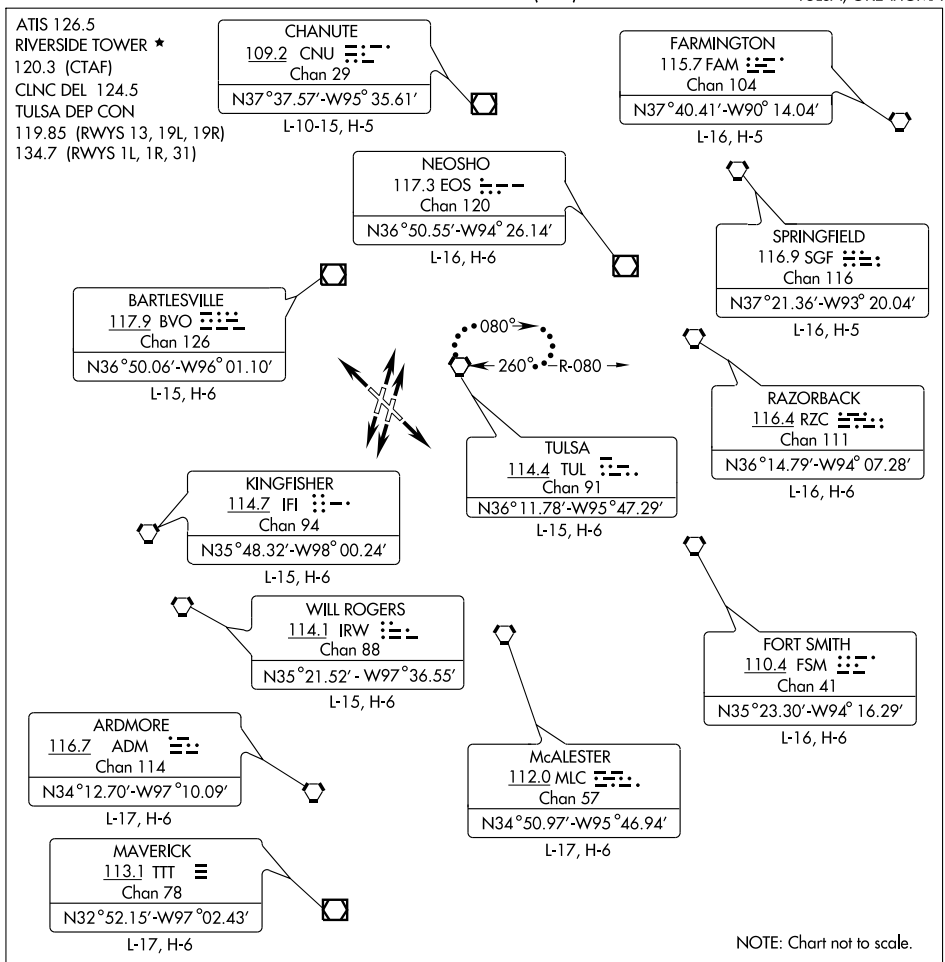
2600	LAPIY	TRK 277°	JAVAK	TRK 187°	KEVIL



CATEGORY	A	B	C	D
LPV DA	930-1 304 (300-1)			
LNAV/VNAV DA	NA			
LNAV MDA	1220-1 594 (600-1)		1220-1½ 594 (600-1½)	1220-1¾ 594 (600-1¾)
CIRCLING	1260-1 622 (700-1)	1280-1 642 (700-1)	1280-1¾ 642 (700-1¾)	1280-2 642 (700-2)



SC-1, 14 JAN 2010 to 11 FEB 2010

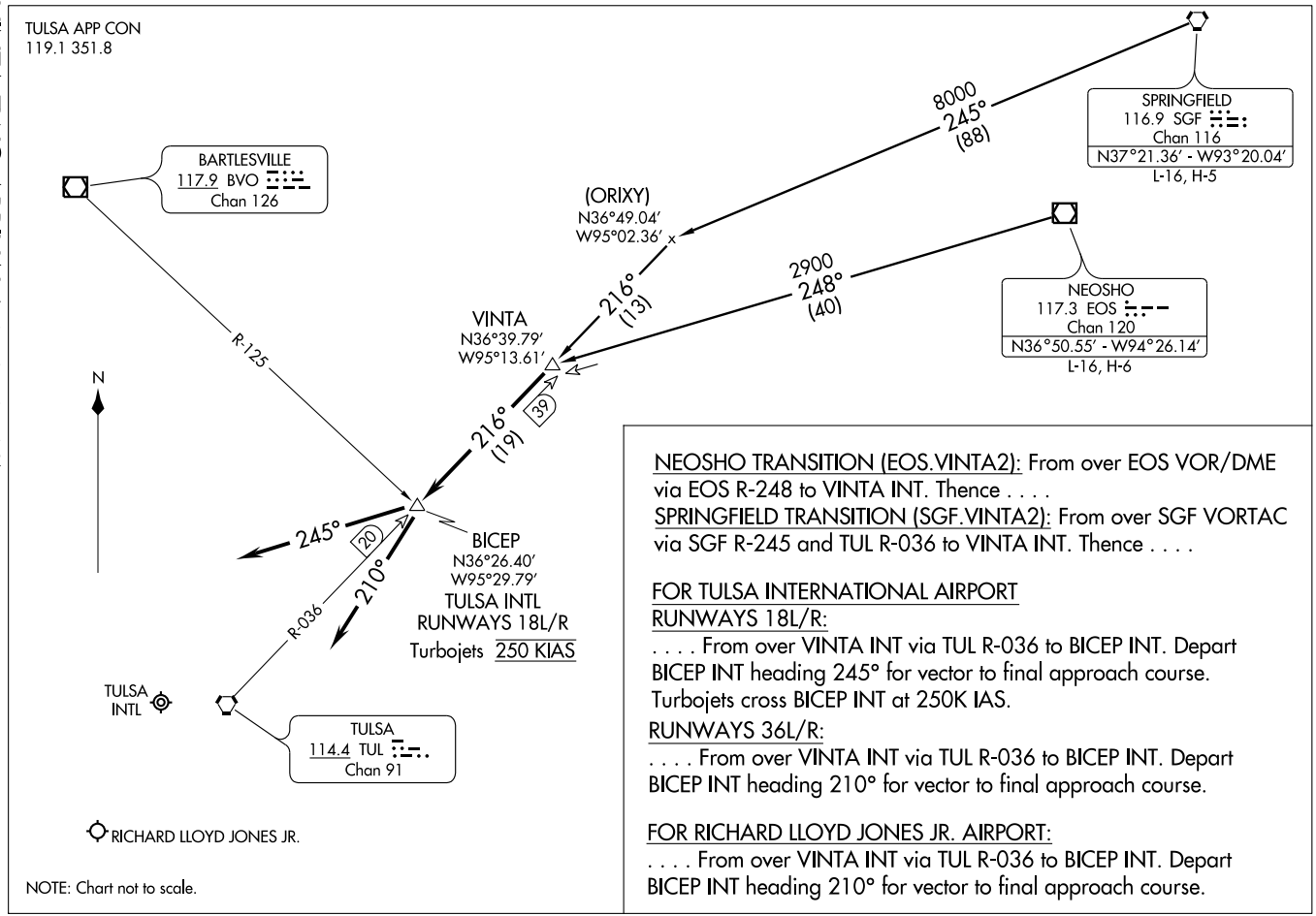


DEPARTURE ROUTE DESCRIPTION

Fly runway heading, expect vector to assigned route. Maintain 15,000 feet or assigned lower altitude; expect further clearance to filed altitude ten minutes after departure.

LOST COMMUNICATIONS: Proceed to and hold East of TUL VORTAC on the 080 radial. Climb to 15,000 or lower requested altitude, then proceed on course via filed route. Climb to requested altitude when established on course.

VINTA TWO ARRIVAL (VINTA.VINTA2)



NOTE: Chart not to scale.

NEOSHO TRANSITION (EOS.VINTA2): From over EOS VOR/DME via EOS R-248 to VINTA INT. Thence . . . .

SPRINGFIELD TRANSITION (SGF.VINTA2): From over SGF VORTAC via SGF R-245 and TUL R-036 to VINTA INT. Thence . . . .

FOR TULSA INTERNATIONAL AIRPORT

RUNWAYS 18L/R:

. . . . From over VINTA INT via TUL R-036 to BICEP INT. Depart BICEP INT heading 245° for vector to final approach course. Turbojets cross BICEP INT at 250K IAS.

RUNWAYS 36L/R:

. . . . From over VINTA INT via TUL R-036 to BICEP INT. Depart BICEP INT heading 210° for vector to final approach course.

FOR RICHARD LLOYD JONES JR. AIRPORT:

. . . . From over VINTA INT via TUL R-036 to BICEP INT. Depart BICEP INT heading 210° for vector to final approach course.

VORTAC TUL	APP CRS	Rwy Idg	NA
114.4	037°	TDZE	NA
Chan 91		Apt Elev	638

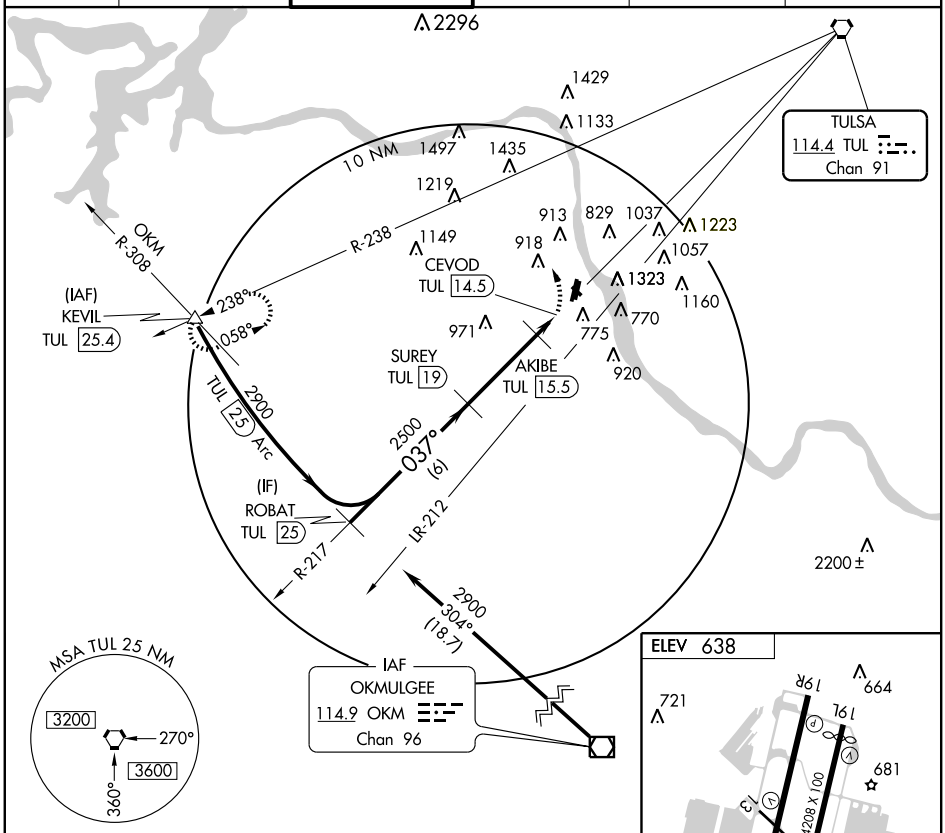
VOR/DME-A

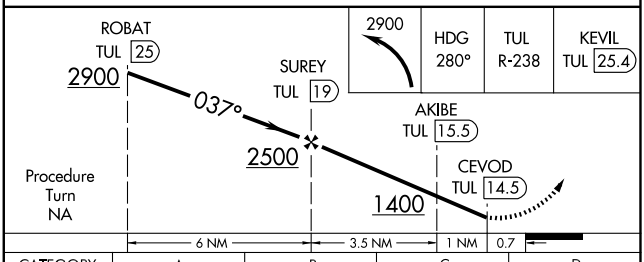
TULSA/RICHARD LLOYD JONES JR. (RVS)

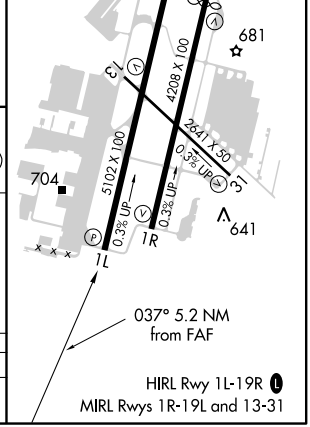
When local altimeter setting not received, use Tulsa Intl altimeter setting and increase MDA 40 feet; increase Cat C/D visibilities ¼ mile. Circling NA northeast of Rwys 31 and 19L.

MISSED APPROACH: Climbing left turn to 2900 via heading 280° and TUL R-238 to KEVIL Int/TUL 25.4 DME and hold.

ATIS	TULSA APP CON	RIVERSIDE TOWER★	GND CON	CLNC DEL	UNICOM
126.5	119.85	120.3 (CTAF) L	121.7	124.5	122.95







CATEGORY	A	B	C	D
CIRCLING	1260-1 622 (700-1)	1280-1 642 (700-1)	1280-1¾ 642 (700-1¾)	1280-2 642 (700-2)

HIRL Rwy 1L-19R L
MIRL Rwys 1R-19L and 13-31

SC-1, 14 JAN 2010 to 11 FEB 2010

VOR/DME GNP	APP CRS	Rwy Idg	5102
110.6	344°	TDZE	626
Chan 43		Apt Elev	638

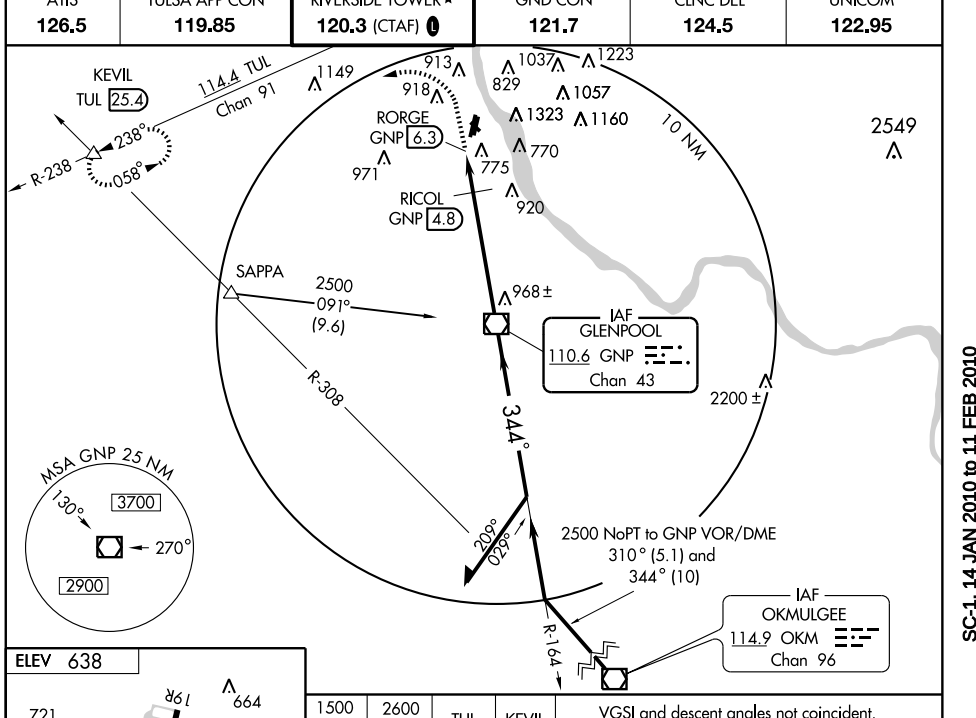
VOR RWY 1L

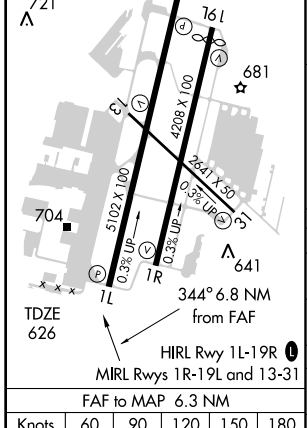
TULSA/ RICHARD LLOYD JONES JR. (RVS)

Circling not authorized northeast of Rwys 31 and 19L. If local altimeter setting not received; use Tulsa Intl altimeter setting and increase all MDAs 40 ft.

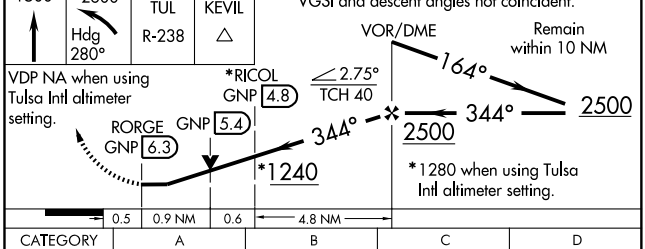
MISSED APPROACH: Climb to 1500 then climbing left turn to 2600 via heading 280° and TUL VORTAC R-238 to KEVIL Int and hold.

ATIS	TULSA APP CON	RIVERSIDE TOWER★	GND CON	CLNC DEL	UNICOM
126.5	119.85	120.3 (CTAF)	121.7	124.5	122.95





FAF to MAP 6.3 NM					
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06



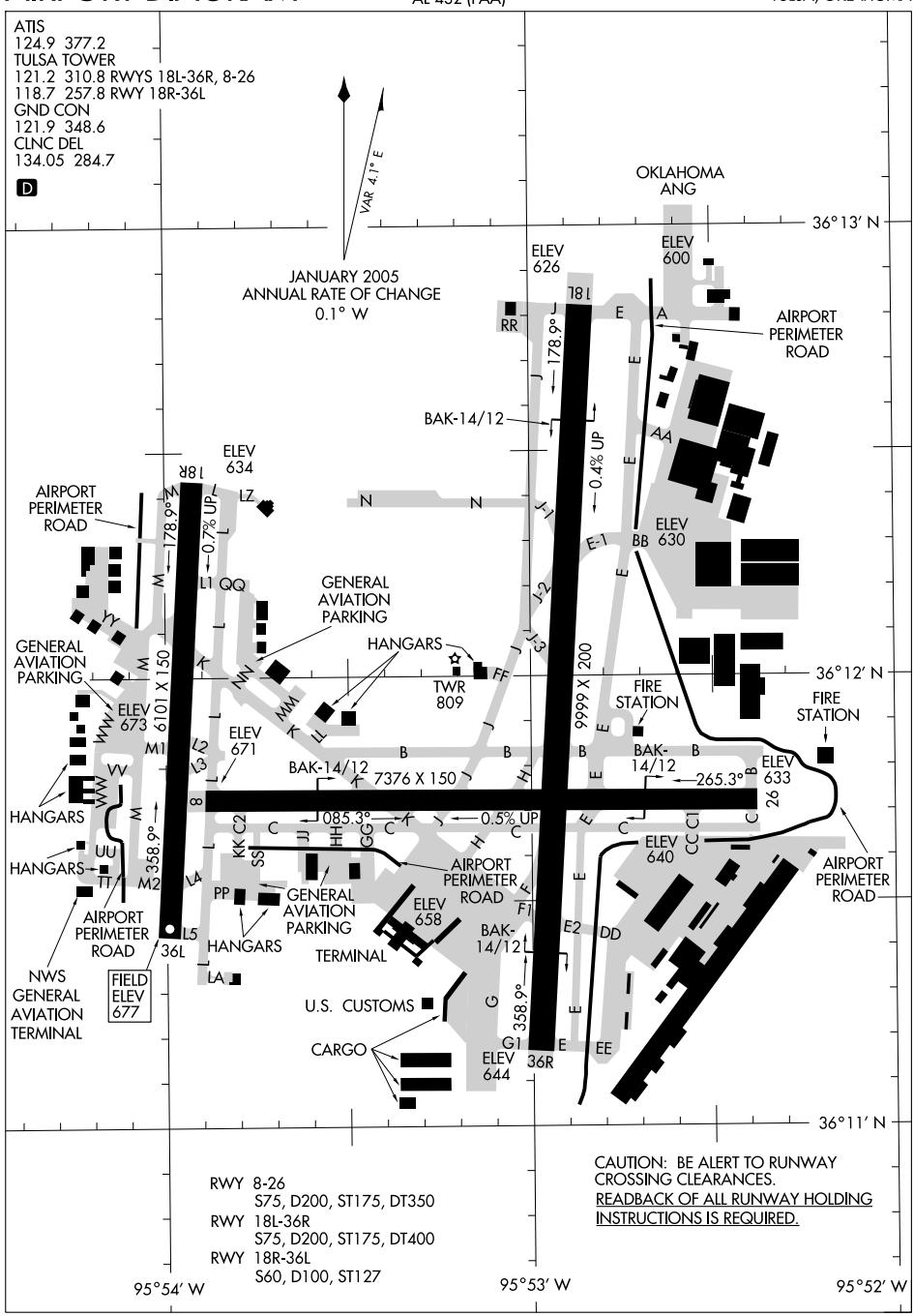
CATEGORY	A	B	C	D
S-1L	1240-1 614 (700-1)		1240-1¾ 614 (700-1¾)	1240-2 614 (700-2)
CIRCLING	1260-1 622 (700-1)	1280-1 642 (700-1)	1280-1¾ 642 (700-1¾)	1280-2 642 (700-2)
RICOL FIX MINIMUMS				
S-1L	1080-1 454 (500-1)		1080-1¼ 454 (500-1¼)	1080-1½ 454 (500-1½)
CIRCLING	1260-1 622 (700-1)	1280-1 642 (700-1)	1280-1¾ 642 (700-1¾)	1280-2 642 (700-2)

SC-1, 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

AL-432 (FAA)

TULSA INTL (TUL)
TULSA, OKLAHOMA



SC-1, 14 JAN 2010 to 11 FEB 2010

HI-VOR/DME or TACAN RWY 26

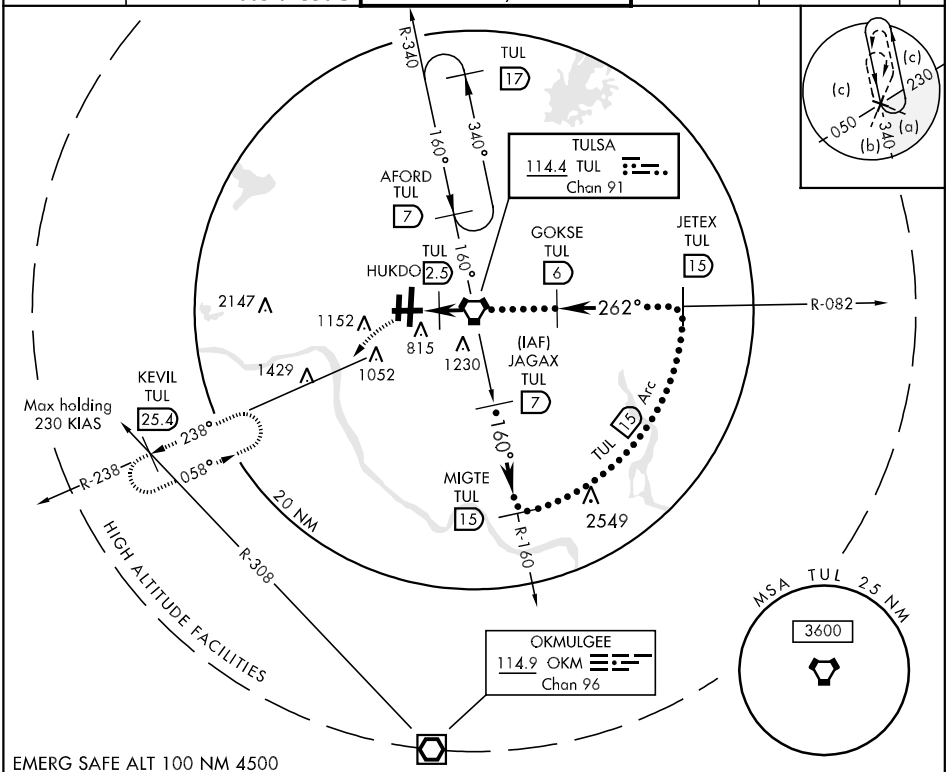
VORTAC TUL 114.4 Chan 91	APCH CRS 262°	Rwy ldg 7376 TDZE 651 Arpt Elev 677

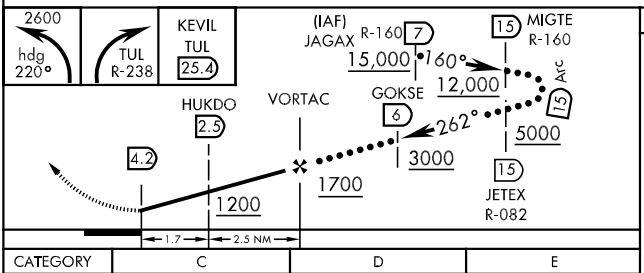
JAL-432 [USAF] — TULSA INTL (KTUL)

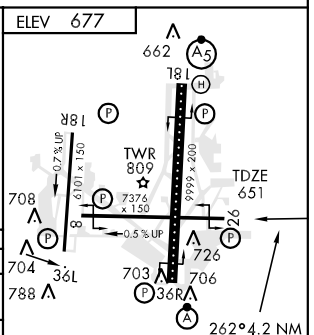
* CAT E circling not authorized S of Rwy 08-26.

MISSED APPROACH: Climbing left turn to 2600 via heading 220° and TUL R-238 to KEVIL INT/TUL 25.4 DME and hold.

ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL	ASR
124.9 377.2	175°- 354° 124.0 338.3 355°- 174° 119.1 351.8	121.2 310.8 Rwys 18L-36R, 8-26 118.7 257.8 Rwy 18R-36L	121.9 348.6	134.05 284.7	







CATEGORY	C	D	E
S-26	1060-1¼ 409 (400-1¼)		1060-1½ 409 (400-1½)
CIRCLING *	1140-1½ 463 (500-1½)	1300-2 623 (700-2)	1300-2¼ 623 (700-2¼)
S-ASR 26	1060-1¼ 409 (400-1¼)		1060-1½ 409 (400-1½)

MIRL Rwy 8-26
REIL Rwy 8, 18R, 26, 36L
TDZL/CL Rwy 36R
HIRL Rwy 18L-36R, 18R-36L

LOC/DME I-DWE	APP CRS	Rwy Idg	9999
109.7	177°	TDZE	641
Chan 34		Apt Elev	677

ILS or LOC RWY 18L

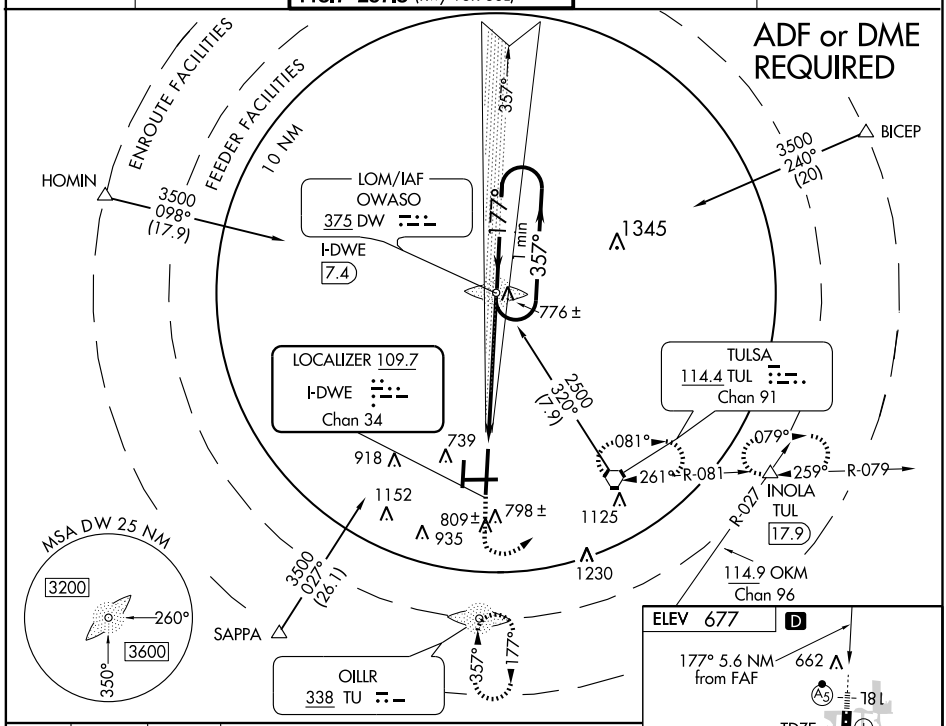
TULSA INTL (TUL)

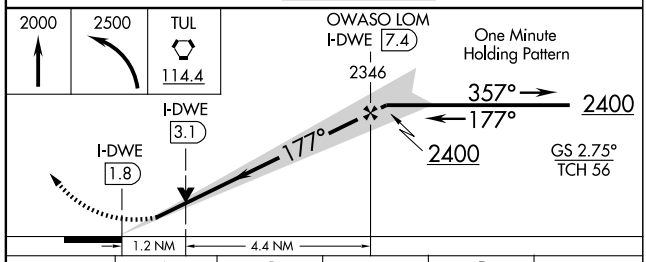
Circling NA for Cat. E south of runway 8-26.
Autopilot coupled approach NA below 1288.
ASR For inoperative MALSR, increase S-LOC 18L Cat. E visibility to 1½ mile and, increase S-ILS 18L Cat. E visibility to RVR 4000.

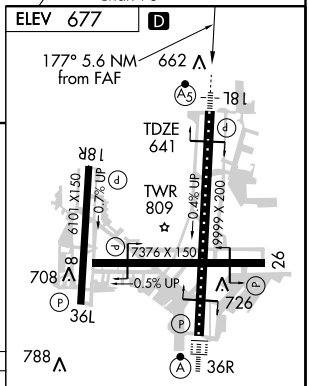
MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 2500 direct TUL VORTAC and hold. (TACAN aircraft climb to 1800 then climbing left turn to 3500 via TUL VORTAC R-079 to INOLA INT/17.9 DME and hold E, RT, 259° inbound.)

ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7







CATEGORY	A	B	C	D	E
S-ILS 18L	841/24 200 (200-½)				
S-LOC 18L	1040/24 399 (400-½)			1040/40 399 (400-¾)	1040/50 399 (400-1)
CIRCLING	1120-1 443 (500-1)	1140-1 463 (500-1)	1140-1½ 463 (500-1½)	1300-2 623 (700-2)	1300-2¼ 623 (700-2¼)

TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

SC-1, 14 JAN 2010 to 11 FEB 2010

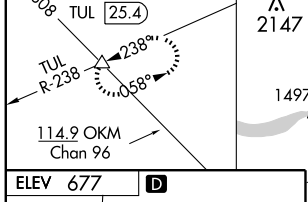
LOC I-TJY	APP CRS	Rwy Idg	6101
111.1	177°	TDZE	667
		Apt Elev	677

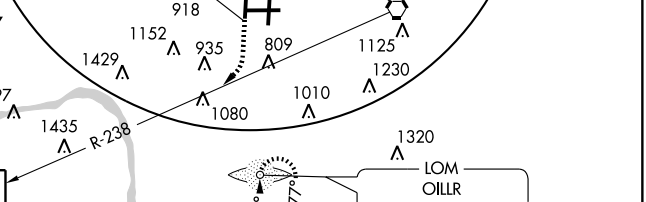
ILS or LOC RWY 18R
TULSA INTL (TUL)

ASR

MISSED APPROACH: Climb to 1400 then climbing right turn to 2600 via TUL VORTAC R-238 to KEVIL INT/TUL 25.4 DME and hold.

ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7





TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

CATEGORY	A	B	C	D
S-ILS 18R	867-¾ 200 (200-¾)			
S-LOC 18R	1080-1 413 (500-1)		1080-1¼ 413 (500-1¼)	
CIRCLING	1120-1 443 (500-1)	1140-1 463 (500-1)	1140-1½ 463 (500-1½)	1300-2 623 (700-2)

SC-1, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-TUL	APP CRS	Rwy Idg	9999
110.3	357°	TDZE	650
Chan 40		Apt Elev	677

ILS or LOC RWY 36R

TULSA INTL (TUL)

For inoperative ALSF, increase S-ILS 36R Cat E visibility to RVR 4000, and increase S-LOC 36R Cat E visibility to 2¼ mile. YEPUT fix minimums: For inoperative ALSF, increase S-LOC 36R Cat E visibility to 1½ mile.

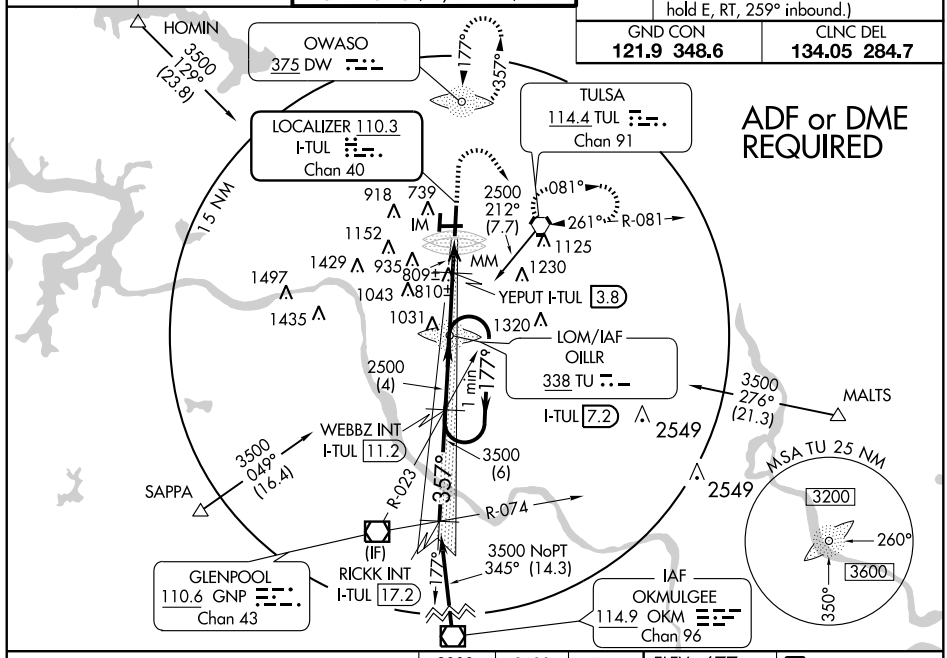
ASR

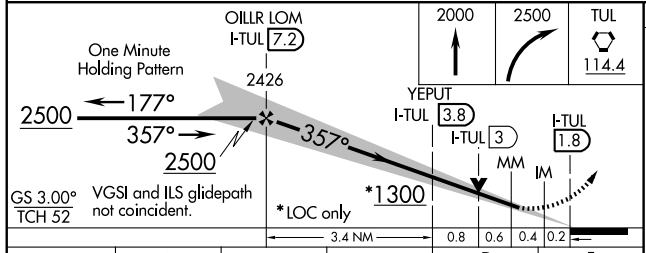
ALSF-2

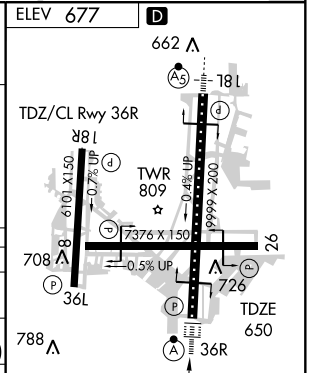
MISSED APPROACH: Climb to 2000 then climbing right turn to 2500 direct TUL VORTAC and hold. (TACAN aircraft climb to 2000 then climbing right turn to 3500 via TUL VORTAC R-079 to INOLA INT/ 17.9 DME and hold E, RT, 259° inbound.)

ATIS	TULSA APP CON	TULSA TOWER
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)

GND CON	CLNC DEL
121.9 348.6	134.05 284.7







CATEGORY	A	B	C	D	E
S-ILS 36R	850/18 200 (200-½)				850/24 200 (200-½)
S-LOC 36R	1300/24 650 (700-½)		1300/60 650 (700-1¼)	1300-1½ 650 (700-1½)	1300-1¾ 650 (700-1¾)
CIRCLING	1300-1 623 (700-1)		1300-1¾ 623 (700-1¾)	1300-2 623 (700-2)	NA
YEPUT FIX MINIMUMS					
S-LOC 36R	1060/24 410 (400-½)		1060/40 410 (400-¾)		1060/50 410 (400-1)
CIRCLING	1120-1 443 (500-1)	1140-1 463 (500-1)	1140-1½ 463 (500-1½)	1300-2 623 (700-2)	NA

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

SC-1, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-TUL	APP CRS	Rwy Idg	9999
110.3 Chan40	357°	TDZE	650
		Apt Elev	677

ILS RWY 36R (CAT II)

TULSA INTL (TUL)

For inoperative ALSF, increase S-ILS 36R Cat E visibility to RVR 4000, and increase S-LOC 36R Cat E visibility to 2¼ mile. YEPUT fix minimums: For ASR inoperative ALSF, increase S-LOC 36R Cat E visibility to 1½ mile.

ALSF-2

MISSED APPROACH: Climb to 2000 then climbing right turn to 2500 direct TUL VORTAC and hold. (TACAN aircraft climb to 2000 then climbing right turn to 3500 via TUL VORTAC R-079 to INOLA INT/ 17.9 DME and hold E, RT, 259° inbound.)

ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7

ADF or DME REQUIRED

HOMIN
3500
129°
(23.8)

OWASO
375 DW

LOCALIZER 110.3
I-TUL
Chan 40

TULSA
114.4 TUL
Chan 91

15 NM

177°
357°

081°
261°
R-081

IM
MM

2500
212°
(7.7)

1125
1230

918 739
1152
1429 935
809±
1043 810±
1497
1435
1031
1320

YEPUT I-TUL 3.8

LOM/IAF
OILLR
338 TU

I-TUL 7.2

2549

2500
(4)

1 min
177°

3500
276°
(21.3)
MALTS

WEBBZ INT
I-TUL 11.2

3500
049°
(16.4)
SAPPA

3500
(6)

357°
R-023
R-074

MSA TU 25 NM
3200
260°
3600
350°

(IF)
RICKK INT
I-TUL 17.2

177°
3500 NoPT
345° (14.3)

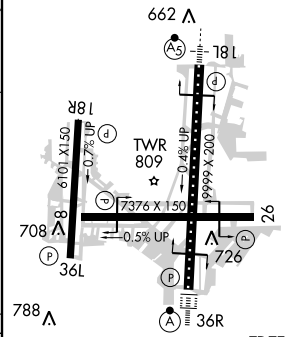
GLENPOOL
110.6 GNP
Chan 43

IAF
OKMULGEE
114.9 OKM
Chan 96

ELEV 677 D

CATEGORY	A	B	C	D
S-ILS 36R	RA 116/12 100 DA 750			

CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

SC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	7376
083°	TDZE	671
	Apt Elev	677

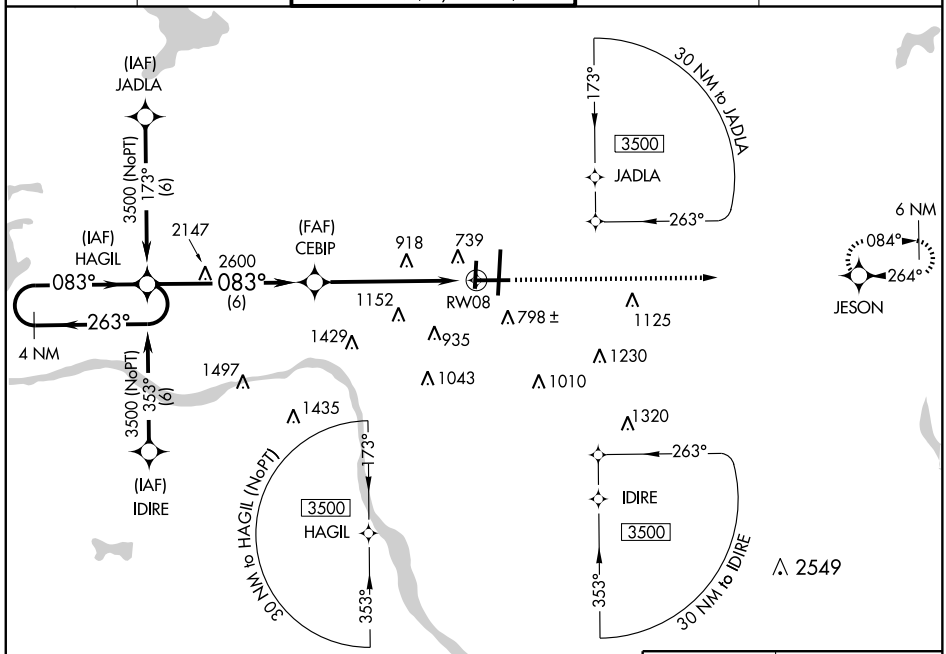
RNAV (GPS) RWY 8

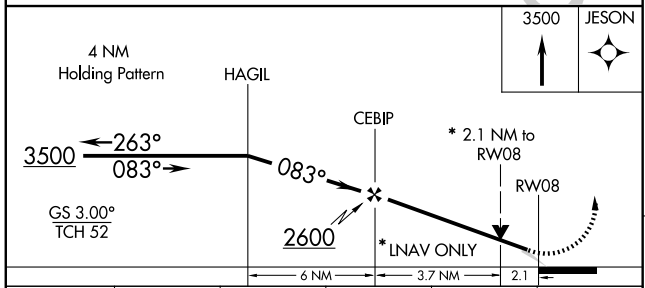
TULSA INTL (TUL)

Cat. E circling not authorized south of Rwy 8-26.
NA Baro-VNAV NA BELOW -16°C (3°F).
ASR DME/DME RNP-0.3 NA.

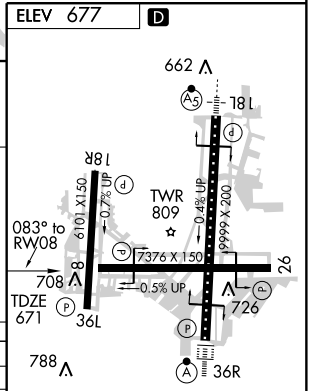
MISSED APPROACH: Climb to 3500 direct JESON and hold.

ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7





CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/VNAV DA	1061-1¼ 390 (400-1¼)				
LNAV MDA	1380-1 709 (800-1)		1380-2 709 (800-2)	1380-2¼ 709 (800-2¼)	1380-2½ 709 (800-2½)
CIRCLING	1380-1 703 (800-1)		1380-2 703 (800-2)	1380-2¼ 703 (800-2¼)	1380-2½ 703 (800-2½)



TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

SC-1, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	9999
CH 93504	177°	TDZE	641
W18A		Apt Elev	677

RNAV (GPS) RWY 18L
TULSA INTL (TUL)

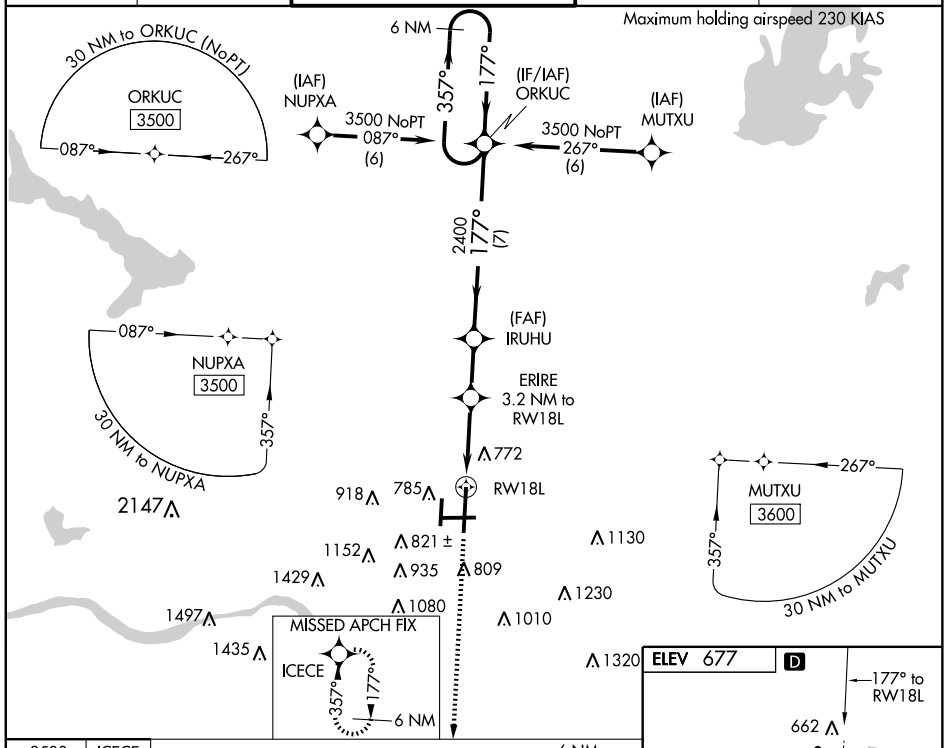
ASR: Circling NA for Cat E south of Rwy 8-26. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV all Cats visibility ½ mile, LNAV/VNAV Cat E visibility to 1¾, and LNAV Cat E visibility to 1½.

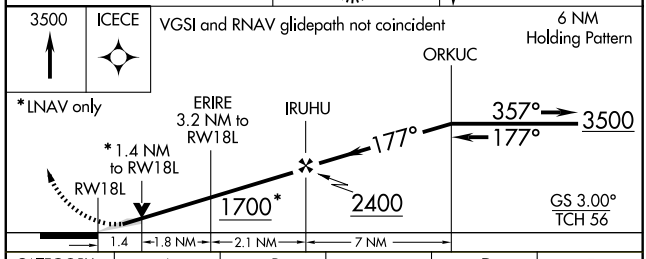
MALSR

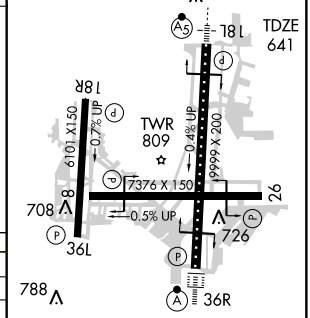
MISSED APPROACH: Climb to 3500 direct ICECE and hold.

ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7

Maximum holding airspeed 230 KIAS







CATEGORY	A	B	C	D	E
LPV DA	908/24 267 (300-½)				
LNAV/VNAV DA	1117/60 476 (500-1¼)				
LNAV MDA	1080/24 439 (500-½)		1080/40 439 (500-¾)	1080/50 439 (500-1)	
CIRCLING	1120-1 443 (500-1)	1140-1 463 (500-1)	1140-1½ 463 (500-1½)	1300-2 623 (700-2)	1300-2¼ 623 (700-2¼)

TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

SC-1, 14 JAN 2010 to 11 FEB 2010

WAAS CH 69614 W18B	APP CRS 177°	Rwy Idg 6101 TDZE 667 Apt Elev 677

RNAV (GPS) RWY 18R

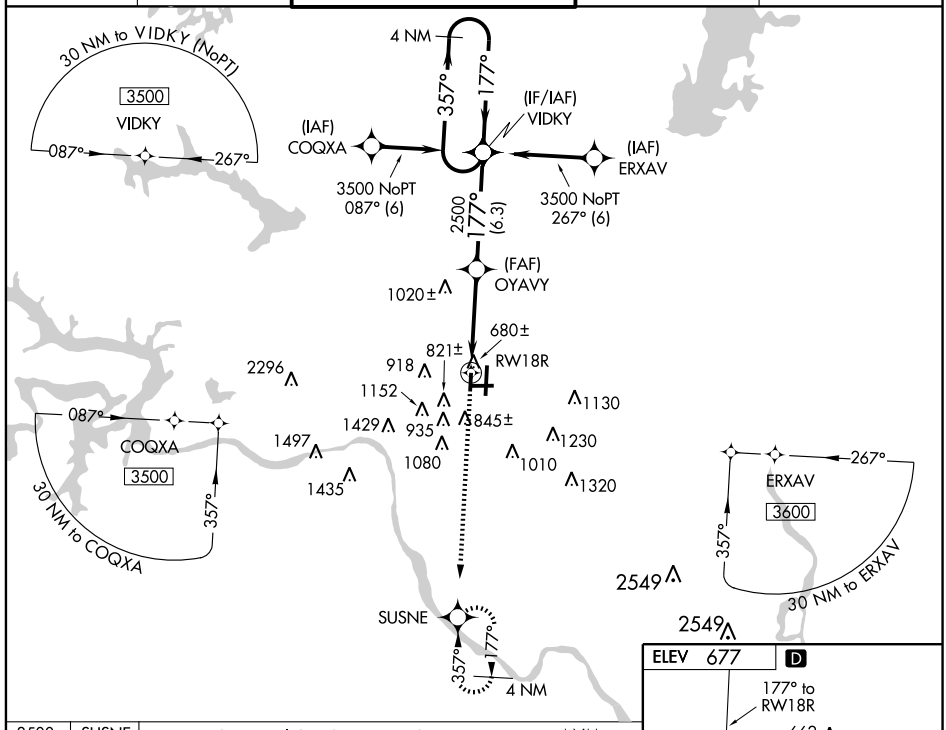
TULSA INTL (TUL)

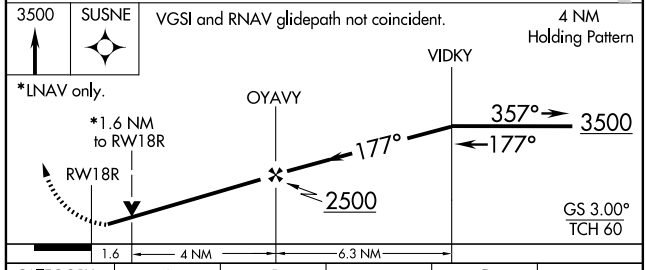
ASR

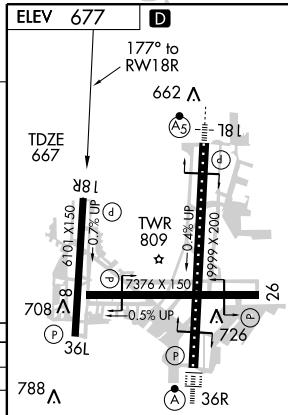
Circling NA for Cat E south of Rwy 8-26. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3500 direct SUSNE and hold

ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7







CATEGORY	A	B	C	D	E
LPV DA	867-¾ 200 (200-¾)				
LNAV/VNAV DA	978-1¼ 311 (400-1¼)				
LNAV MDA	1160-1 493 (500-1)		1160-1¼ 493 (500-1¼)	1160-1½ 493 (500-1½)	1160-1¾ 493 (500-1¾)
CIRCLING	1160-1 483 (500-1)		1160-1½ 483 (500-1½)	1300-2 623 (700-2)	1300-2¼ 623 (700-2¼)

TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

SC-1, 14 JAN 2010 to 11 FEB 2010

WAAS CH 93814 W26A	APP CRS 263°	Rwy Idg 7376 TDZE 651 Apt Elev 677

RNAV (GPS) RWY 26

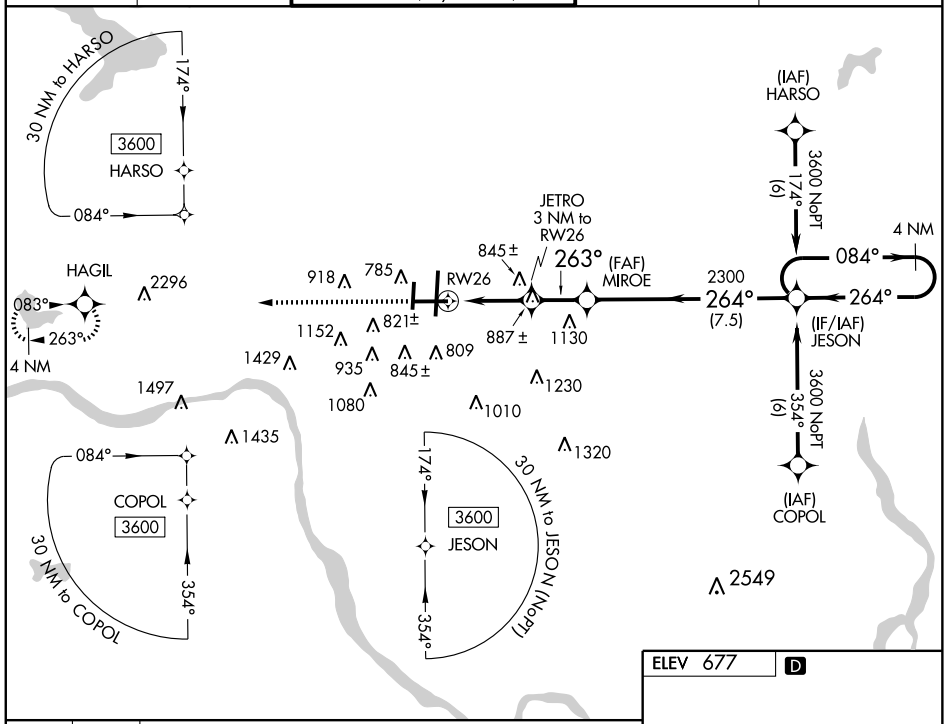
TULSA INTL (TUL)

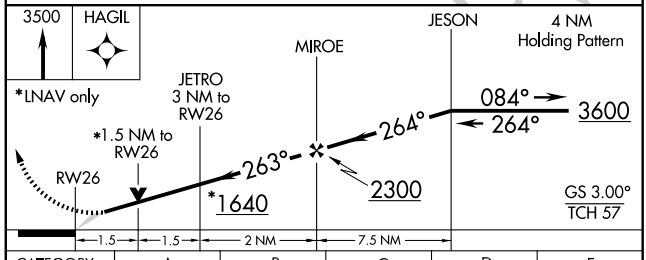
ASR

Circling NA for Cat E south of Rwy 8-26. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

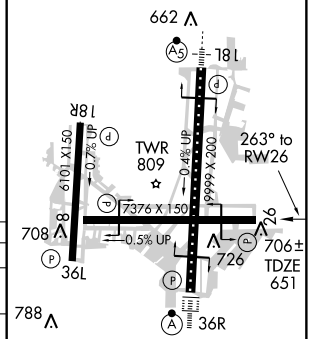
MISSED APPROACH: Climb to 3500 direct HAGIL and hold.

ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7





CATEGORY	A	B	C	D	E
LPV DA	901-1 250 (300-1)				
LNAV/VNAV DA	1028-1¼ 377 (500-1¼)				
LNAV MDA	1160-1 509 (500-1)		1160-1½ 509 (500-1½)		1160-1¾ 509 (500-1¾)
CIRCLING	1160-1 483 (500-1)		1160-1½ 483 (500-1½)	1300-2 623 (700-2)	1300-2¼ 623 (700-2¼)



TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

SC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6101
357°	TDZE	677
	Apt Elev	677

RNAV (GPS) RWY 36L

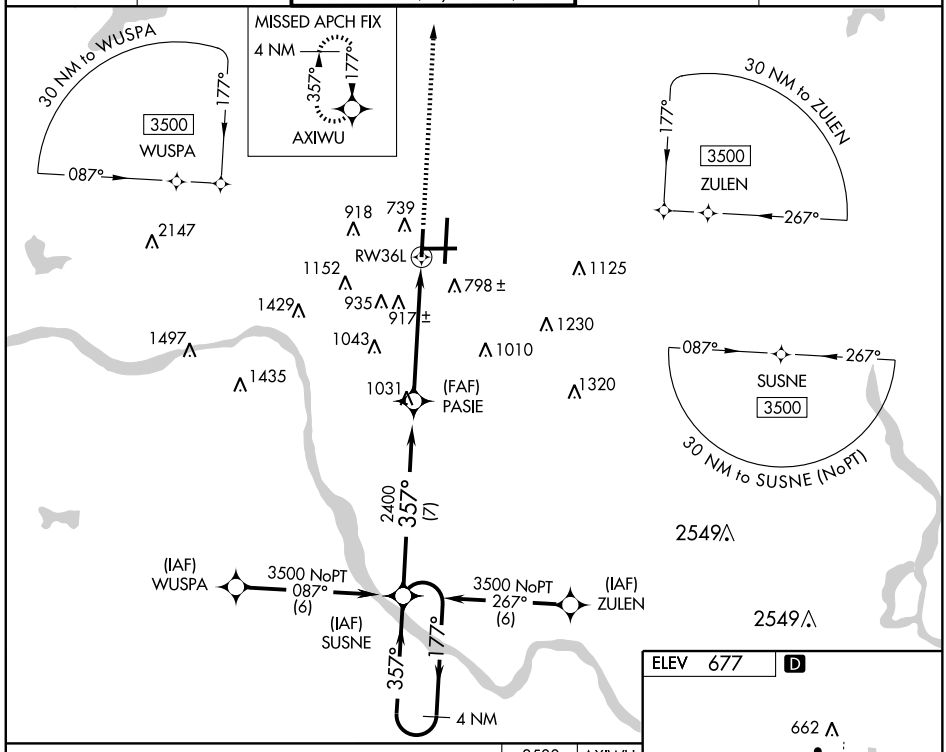
TULSA INTL (TUL)

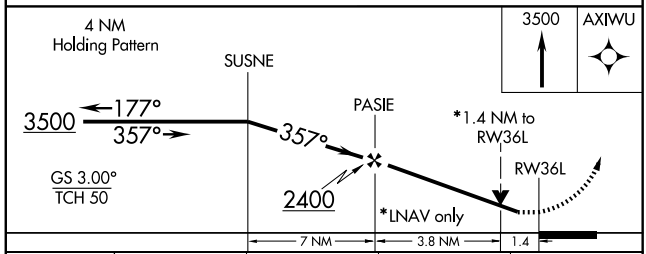
ASR

Cat. E circling not authorized south of Rwy 8-26.
Baro-VNAV NA BELOW -16°C (3°F).
DME/DME RNP-0.3 NA.

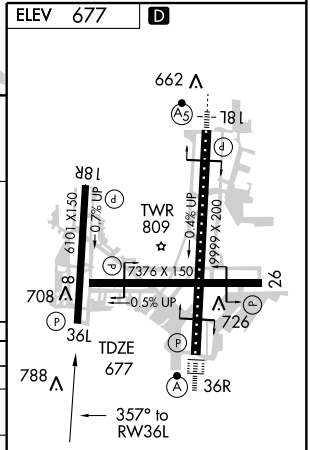
MISSED APPROACH: Climb to 3500 direct AXIWU and hold.

ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1104-1½ 427 (500-1½)			
LNAV MDA	1180-1 503 (600-1)		1180-1½ 503 (600-1½)	
CIRCLING	1180-1 503 (600-1)		1180-1½ 503 (600-1½)	1300-2 623 (700-2)



TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

SC-1, 14 JAN 2010 to 11 FEB 2010

WAAS CH 82214 W36A	APP CRS 357°	Rwy Idg 9999 TDZE 650 Apt Elev 677

RNAV (GPS) RWY 36R
TULSA INTL (TUL)

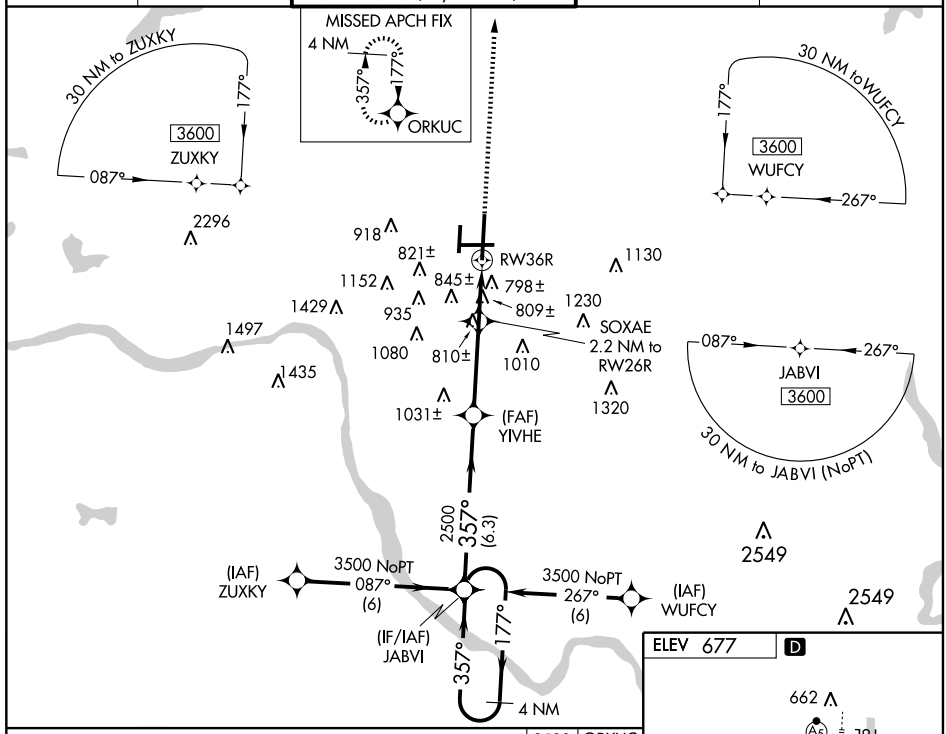
Circling NA for Cat E south of runway 8-26. For uncompensated Baro-VNAV system, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP -0.3 NA. For inoperative ALSF increase LPV Cat E visibility ¼ mile, LNAV/VNAV Cat E and LNAV Cat E visibility ½ mile.

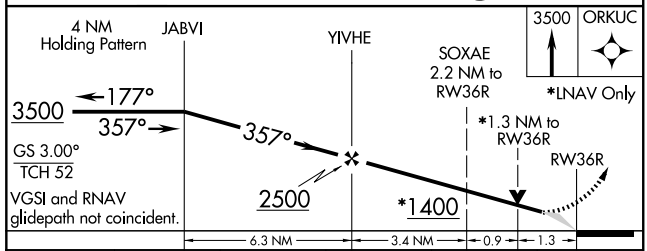
ASR

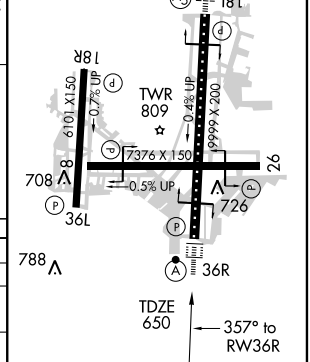
ALSF-2

MISSED APPROACH: Climb to 3500 direct ORKUC and hold.

ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7







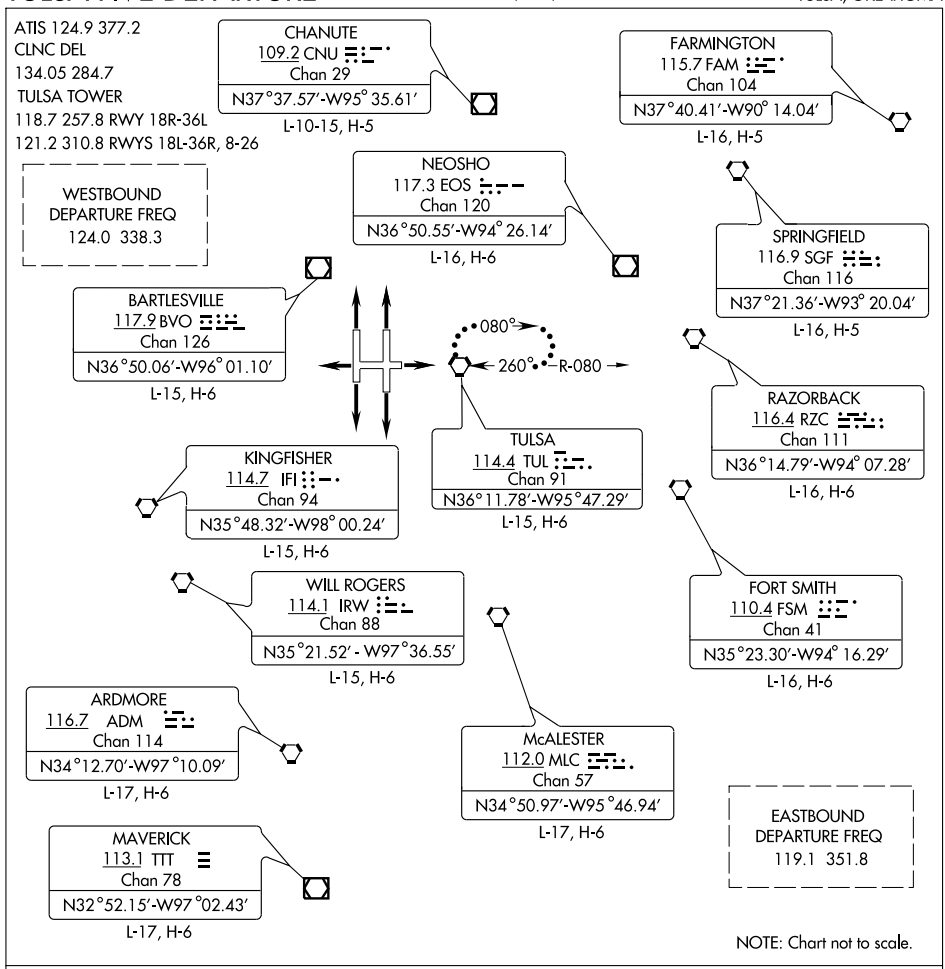
CATEGORY	A	B	C	D	E
LPV DA	850/24 200 (200-½)				
LNAV/VNAV DA	1145/60 495 (500-1¼)				
LNAV MDA	1120/24 470 (500-½)		1120/40 470 (500-¾)	1120/50 470 (500-1)	1120/60 470 (500-1¼)
CIRCLING	1120-1 443 (500-1)	1140-1 463 (500-1)	1140-1½ 463 (500-1½)	1300-2 623 (700-2)	1300-2¼ 623 (700-2¼)

TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

SC-1, 14 JAN 2010 to 11 FEB 2010

TULSA FIVE DEPARTURE

SL-432 (FAA)



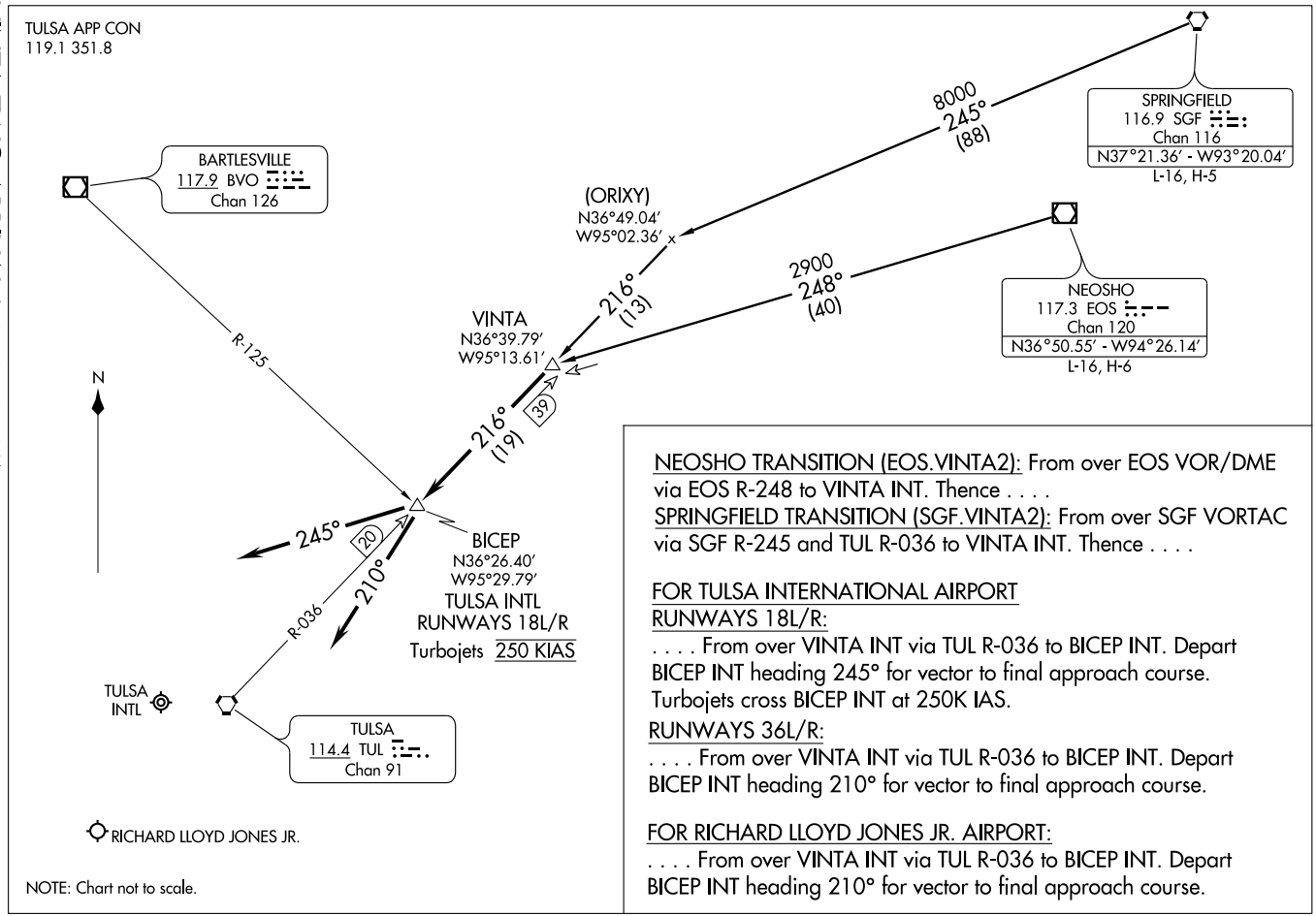
DEPARTURE ROUTE DESCRIPTION

Fly runway heading, expect vector to assigned route. Maintain 15,000 feet or assigned lower altitude; expect further clearance to filed altitude ten minutes after departure.

LOST COMMUNICATIONS: Proceed to and hold East of TUL VORTAC on the 080 radial. Climb to 15,000 or lower requested altitude, then proceed on course via filed route. Climb to requested altitude when established on course.

SC-1, 14 JAN 2010 to 11 FEB 2010

VINTA TWO ARRIVAL (VINTA.VINTA2)



NOTE: Chart not to scale.

NEOSHO TRANSITION (EOS.VINTA2): From over EOS VOR/DME via EOS R-248 to VINTA INT. Thence . . . .

SPRINGFIELD TRANSITION (SGF.VINTA2): From over SGF VORTAC via SGF R-245 and TUL R-036 to VINTA INT. Thence . . . .

FOR TULSA INTERNATIONAL AIRPORT

RUNWAYS 18L/R:

. . . . From over VINTA INT via TUL R-036 to BICEP INT. Depart BICEP INT heading 245° for vector to final approach course. Turbojets cross BICEP INT at 250K IAS.

RUNWAYS 36L/R:

. . . . From over VINTA INT via TUL R-036 to BICEP INT. Depart BICEP INT heading 210° for vector to final approach course.

FOR RICHARD LLOYD JONES JR. AIRPORT:

. . . . From over VINTA INT via TUL R-036 to BICEP INT. Depart BICEP INT heading 210° for vector to final approach course.

VORTAC TUL 114.4 Chan 91	APP CRS 081°	Rwy Idg 7376 TDZE 671 Apt Elev 677

VOR/DME or TACAN RWY 8

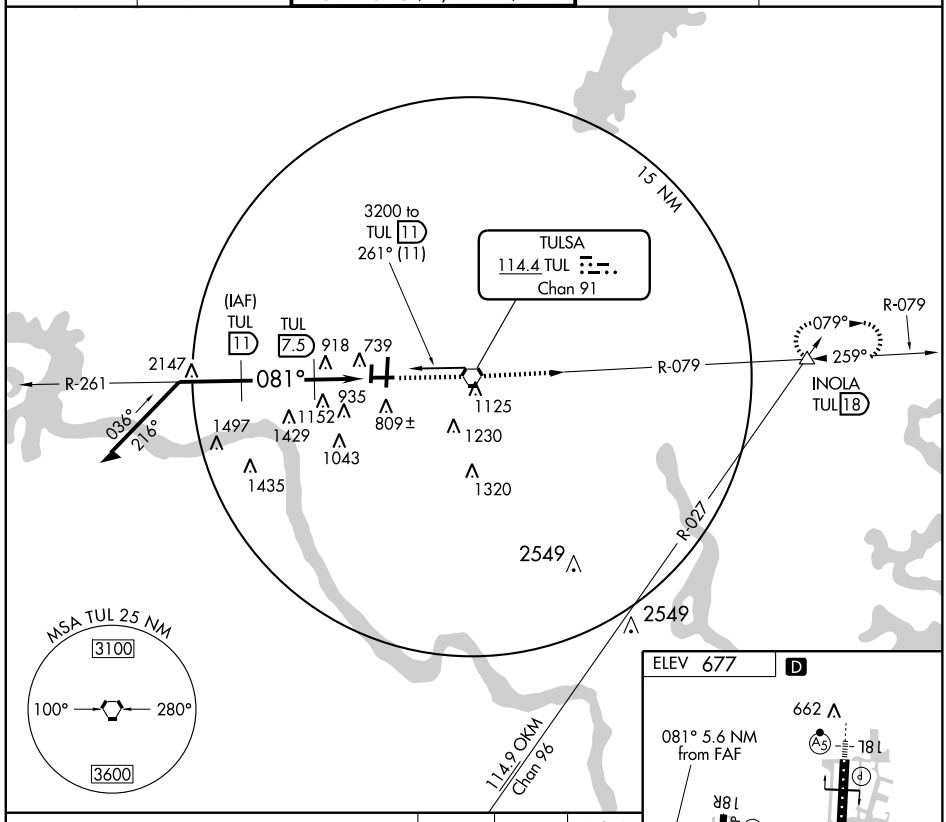
TULSA INTL (TUL)

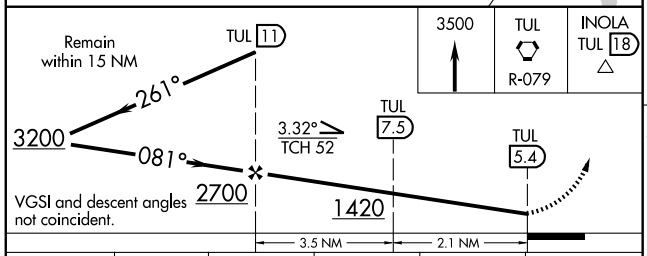
ASR

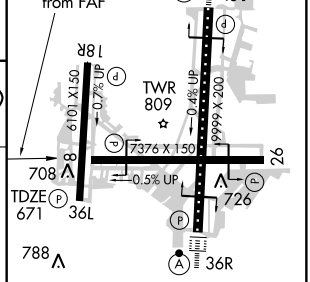
Cat. E circling not authorized south of Rwy 8-26.

MISSED APPROACH: Climb to 3500 direct TUL VORTAC, then via TUL R-079 to INOLA Int and hold.

ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7







CATEGORY	A	B	C	D	E
S-8	1080-1	409 (500-1)	1080-1¼	409 (500-1¼)	1080-1½ 409 (500-1½)
CIRCLING	1120-1 443 (500-1)	1140-1 463 (500-1)	1140-1½ 463 (500-1½)	1300-2 623 (700-2)	1300-2¼ 623 (700-2¼)

TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

SC-1, 14 JAN 2010 to 11 FEB 2010

VORTAC TUL 114.4 Chan 91	APP CRS 262°	Rwy Idg 7376 TDZE 651 Apt Elev 677

VOR or TACAN RWY 26

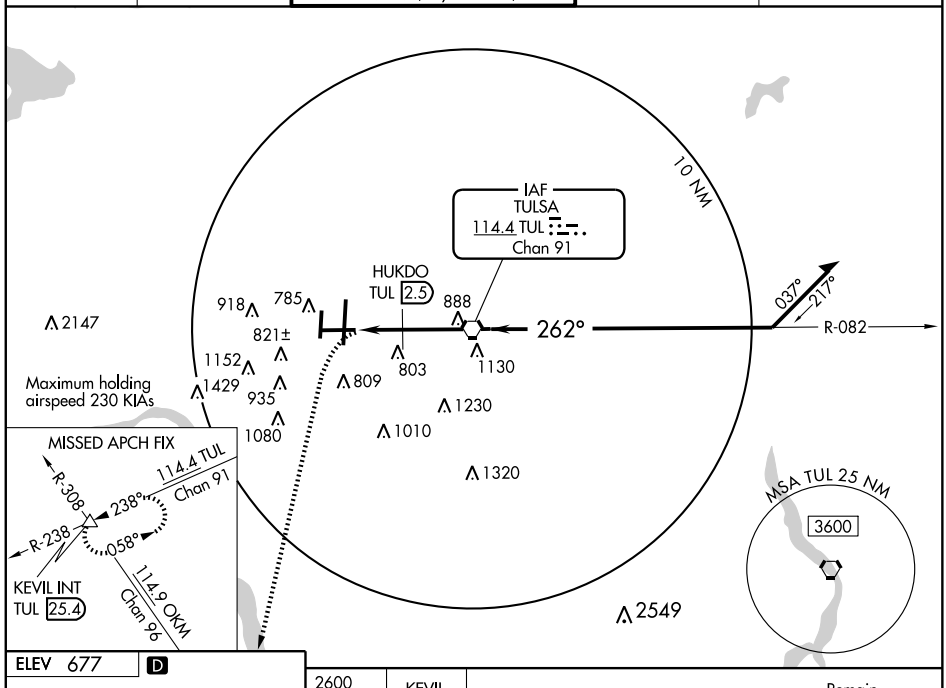
TULSA INTL (TUL)

ASR

Circling NA for Cat E south of Rwy 8-26.

MISSED APPROACH: Climbing left turn to 2600 via heading 220° and TUL R-238 to KEVIL Int/TUL 25.4 DME and hold.

ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7



FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY	A	B	C	D	E
S-26	1200-1 549 (600-1)		1200-1½ 549 (600-1½)	1200-1¾ 549 (600-1¾)	1200-2 549 (600-2)
CIRCLING	1200-1 523 (600-1)		1200-1½ 523 (600-1½)	1300-2 623 (700-2)	1300-2¼ 623 (700-2¼)
HUKDO FIX MINIMUMS					
S-26	1060-1 409 (500-1)		1060-1¼ 409 (500-1¼)		1060-1½ 409 (500-1½)
CIRCLING	1120-1 443 (500-1)	1140-1 463 (500-1)	1140-1½ 463 (500-1½)	1300-2 623 (700-2)	1300-2¼ 623 (700-2¼)

SC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3405
176°	TDZE	594
	Apt Elev	598

RNAV (GPS) RWY 18
WAGONER/HEFNER-EASLEY (H68)

T
NA Use Muskogee altimeter setting; when not received, use Tahlequah altimeter setting and increase all MDAs 40 feet. Procedure NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2500 direct TUSOC and hold.

TULSA APP CON	CTAF
119.1 351.8	122.9

4 NM
176°
356°
(IF/IAF)
TUSOC
NoPT for arrival at TUSOC on V140.
2500
176°
(8.7)
(FAF)
WAGUR
MSA RW18 25 NM
3600
2549
2549
805
1015
RW18
769±
723±
835
932

ELEV 598
176° to RW18
18
TDZE 594
0.4% UP
3405 X 60
36
MIRL Rwy 18-36

4 NM
Holding Pattern
TUSOC
WAGUR
2500
356°
176°
176°
2500
RW18
3.05°
TCH 37
8.7 NM
5.8 NM

2500 TUSOC

CATEGORY	A	B	C	D
LNAV MDA	1080-1	486 (500-1)	NA	
CIRCLING	1180-1	582 (600-1)	NA	

SC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3405
356°	TDZE	598
	Apt Elev	598

RNAV (GPS) RWY 36

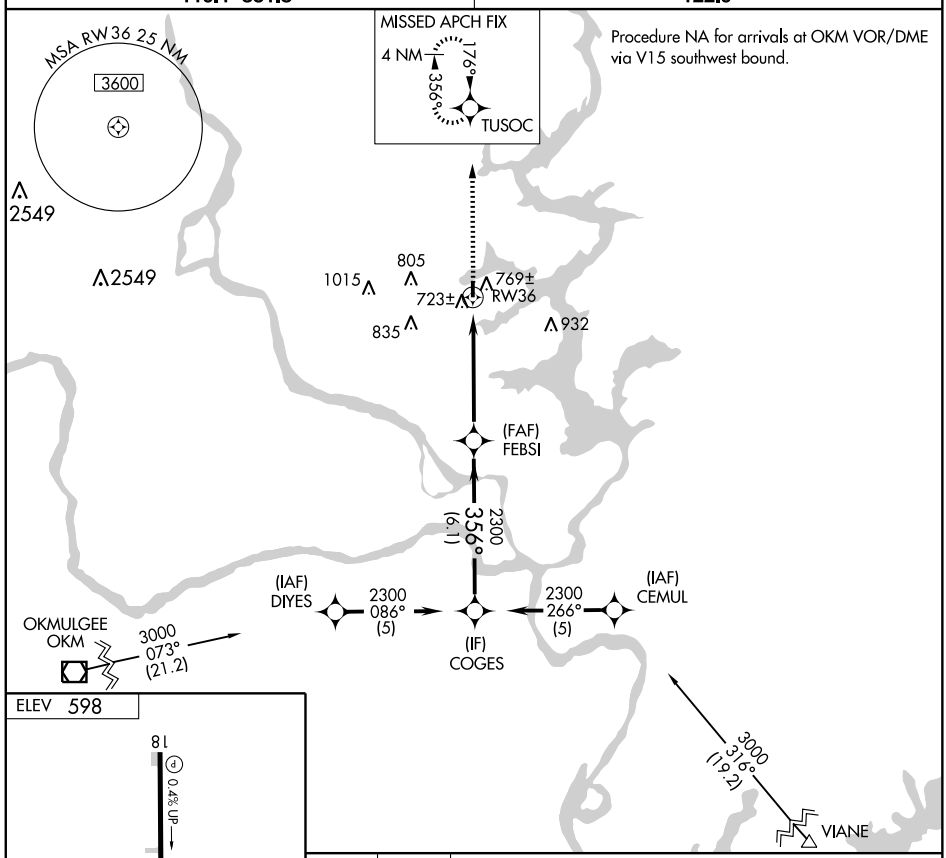
WAGONER/HEFNER-EASLEY (H68)

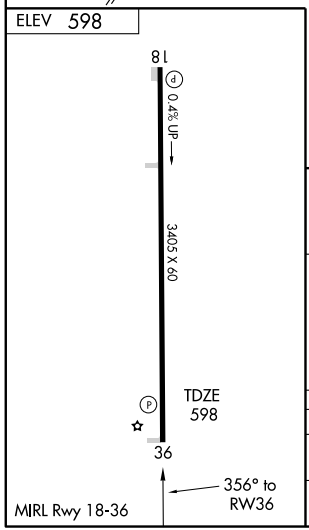
Use Muskogee altimeter setting; when not received, use Tahlequah altimeter setting and increase all MDAs 40 feet. Procedure NA at night. DME/DME RNP-0.3 NA.

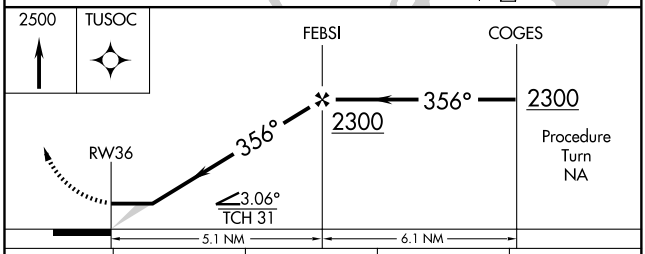
NA

MISSED APPROACH: Climb to 2500 direct TUSOC and hold.

TULSA APP CON	CTAF
119.1 351.8	122.9







CATEGORY	A	B	C	D
LNAV MDA	1100-1	502 (600-1)	NA	
CIRCLING	1180-1	582 (600-1)	NA	

SC-1, 14 JAN 2010 to 11 FEB 2010

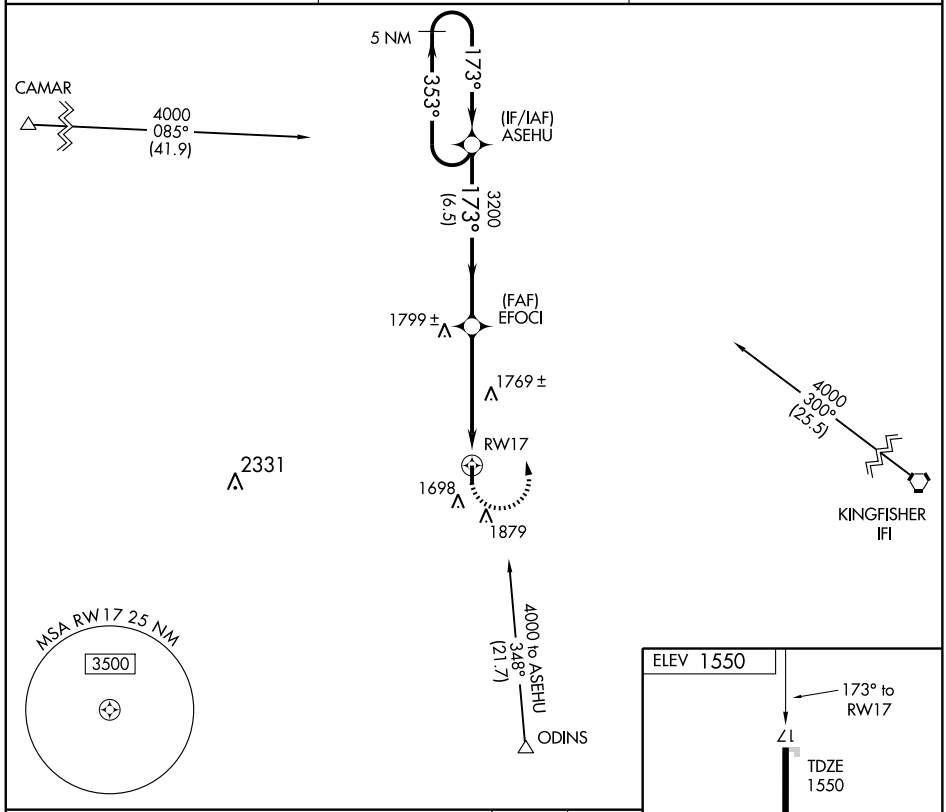
APP CRS	Rwy Idg	4000
173°	TDZE	1550
	Apt Elev	1550

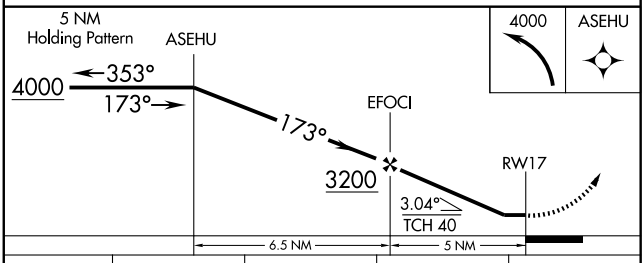
RNAV (GPS) RWY 17
WATONGA RGNL (JWG)

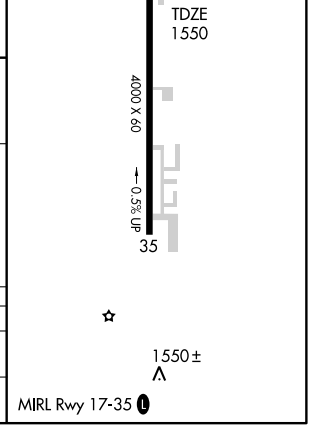
If local altimeter setting not received, use Clinton Rgnl altimeter setting and increase all MDAs 100 feet.
NA
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 4000 direct ASEHU and hold.

AWOS-3	VANCE APP CON ★	UNICOM
134.175	120.525 306.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2060-1 510 (600-1)		2060-1½ 510 (600-1½)	NA
CIRCLING	2060-1 510 (600-1)	2240-1 690 (700-1)	2240-2 690 (700-2)	NA

SC-1, 14 JAN 2010 to 11 FEB 2010

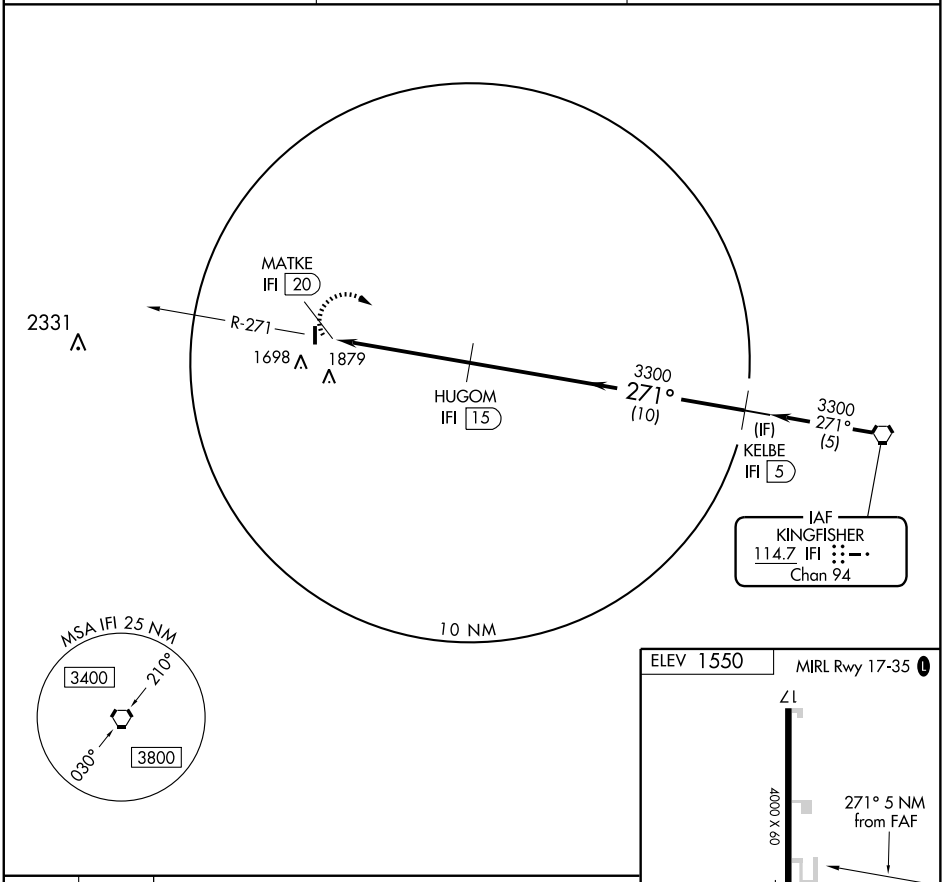
VORTAC IFI 114.7 Chan 94	APP CRS 271°	Rwy Idg N/A TDZE N/A Apt Elev 1550

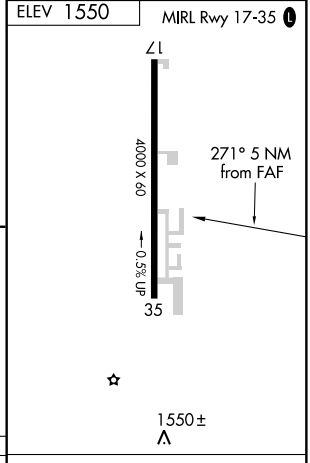
VOR/DME-A
WATONGA RGNL (JWG)

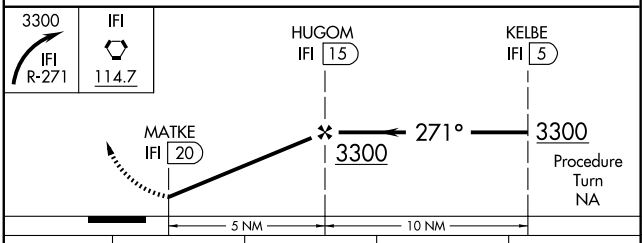
If local altimeter setting not received, use Clinton Rgnl altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climbing right turn to 3300 via IFI R-271 to IFI VORTAC.

AWOS-3	VANCE APP CON ★	UNICOM
134.175	120.525 306.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	2180-1 630 (700-1)	2240-1¼ 690 (700-1¼)	2240-2 690 (700-2)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4400
174°	TDZE	1605
	Apt Elev	1605

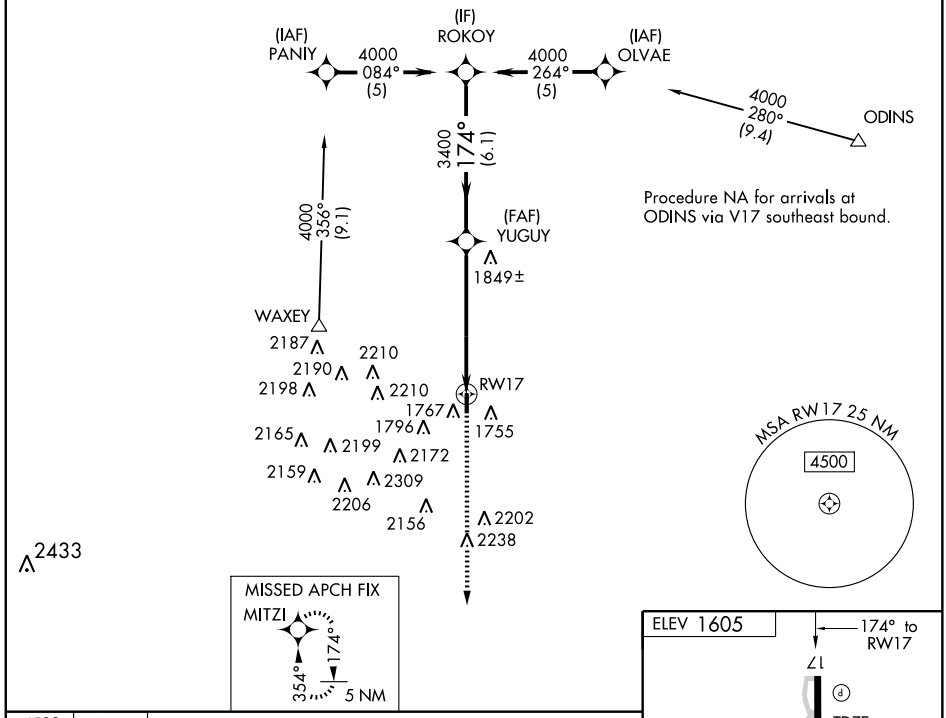
RNAV (GPS) RWY 17

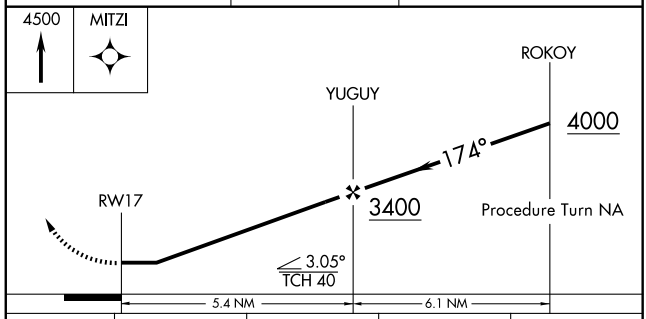
WEATHERFORD/THOMAS P. STAFFORD (OJA)

▼ NA — If local altimeter setting not received, use Clinton Rgnl altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

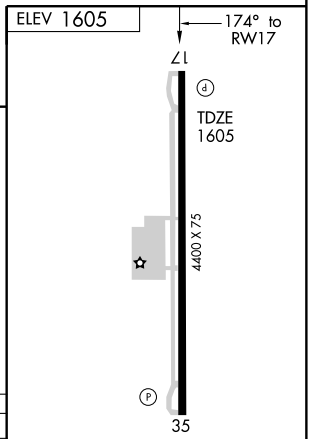
MISSED APPROACH: Climb to 4500 direct MITZI and hold.

AWOS-3	FORT WORTH CENTER	UNICOM	GCO
118.575	128.4 269.375	122.8 (CTAF)	135.075





CATEGORY	A	B	C	D
LNAV MDA	2100-1 495 (500-1)		2100-1¼ 495 (500-1¼)	NA
CIRCLING	2100-1 495 (500-1)	2120-1 515 (600-1)	2140-1½ 535 (600-1½)	NA



SC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4400
354°	TDZE	1605
	Apt Elev	1605

RNAV (GPS) RWY 35

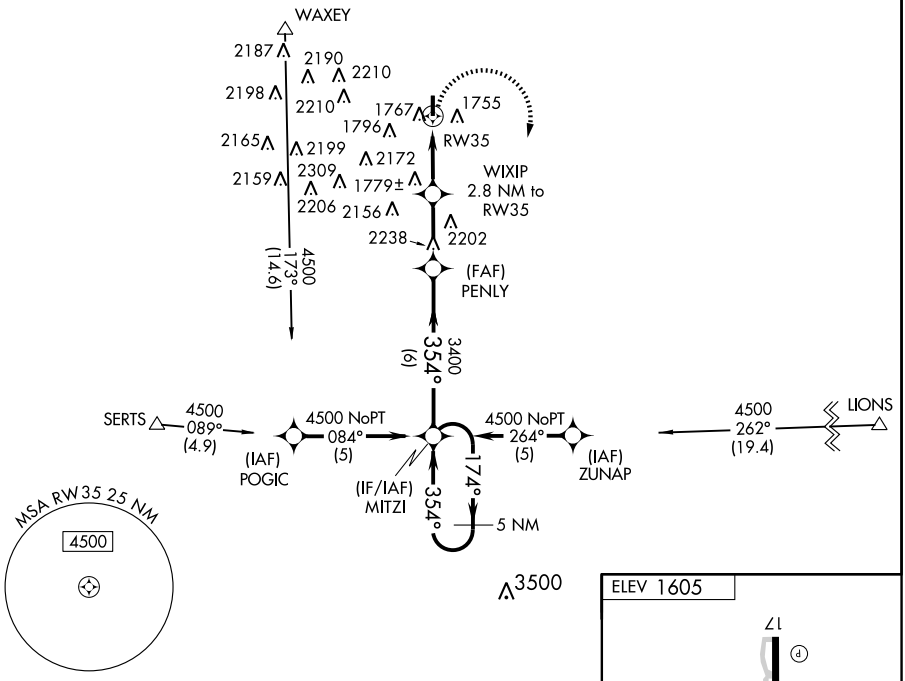
WEATHERFORD/ THOMAS P. STAFFORD (OJA)

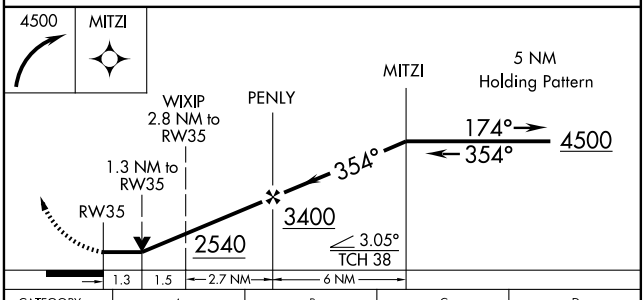
If local altimeter setting not received, use Clinton Rgnl altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Clinton Rgnl altimeter setting.

NA

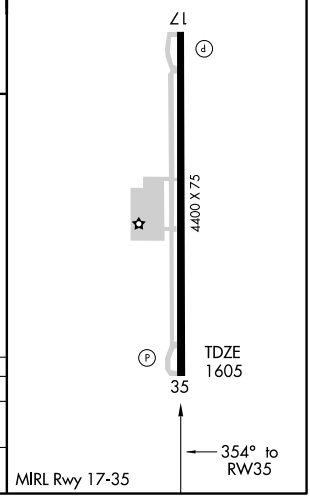
MISSED APPROACH: Climbing right turn to 4500 direct MITZI and hold.

AWOS-3	FORT WORTH CENTER	UNICOM	GCO
118.575	128.4 269.375	122.8 (CTAF)	135.075





CATEGORY	A	B	C	D
LNAV MDA	2040-1 435 (500-1)		2040-1¼ 435 (500-1¼)	NA
CIRCLING	2080-1 475 (500-1)	2120-1 515 (600-1)	2140-1½ 535 (600-1½)	NA



SC-1, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5502
CH 70614	172°	TDZE	2176
W17A		Apt Elev	2189

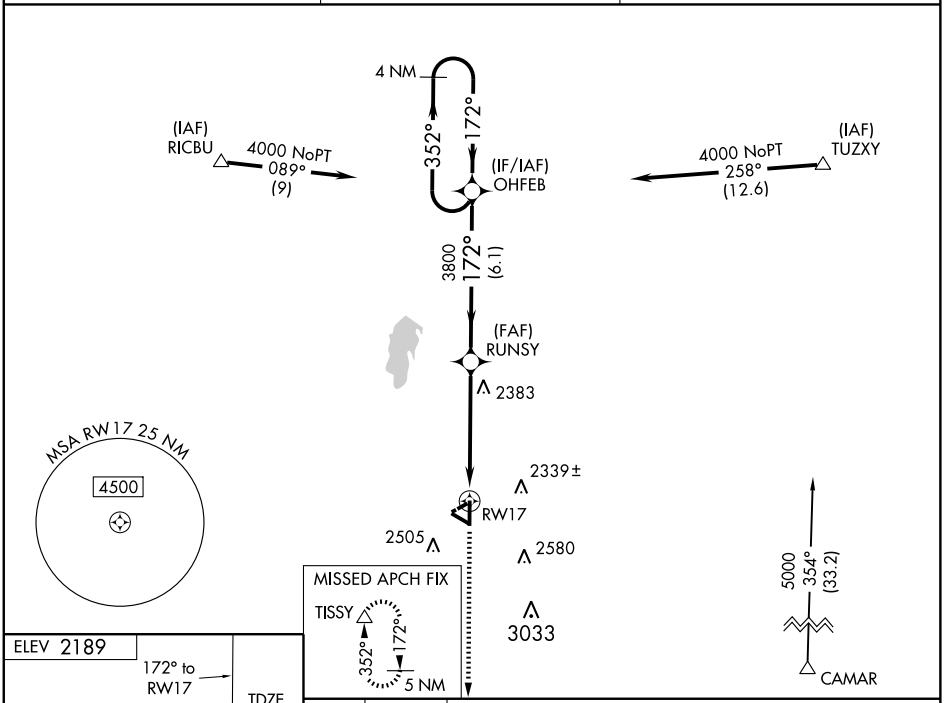
RNAV (GPS) RWY 17

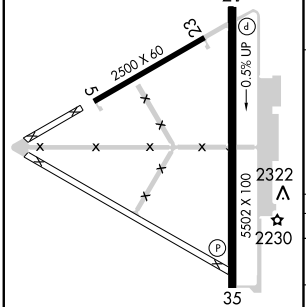
WOODWARD/ WEST WOODWARD (WWR)

Baro-VNAV NA when using Gage altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Gage altimeter setting and increase all DA/MDA 40 feet.

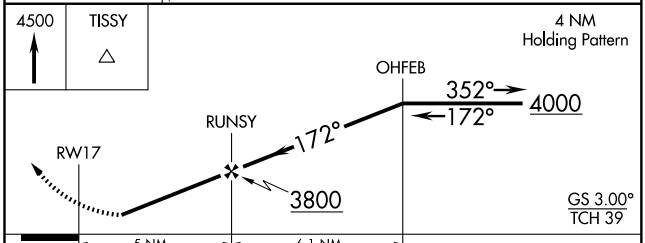
MISSED APPROACH: Climb to 4500 direct TISSY and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.425	126.95 379.2	122.8 (CTAF)





MIRL Rwy 5-23 and 17-35



CATEGORY	A	B	C	D
LPV DA	2426-1 250 (300-1)			
LNAV/VNAV DA	2572-1½ 396 (400-1½)			
LNAV MDA	2700-1 524 (600-1)		2700-1½ 524 (600-1½)	2700-1¾ 524 (600-1¾)
CIRCLING	2700-1 511 (600-1)		2860-2 671 (700-2)	2860-2¼ 671 (700-2¼)

SC-1, 14 JAN 2010 to 11 FEB 2010

WAAS CH 40314 W35A	APP CRS 352°	Rwy Idg 5502 TDZE 2189 Apt Elev 2189

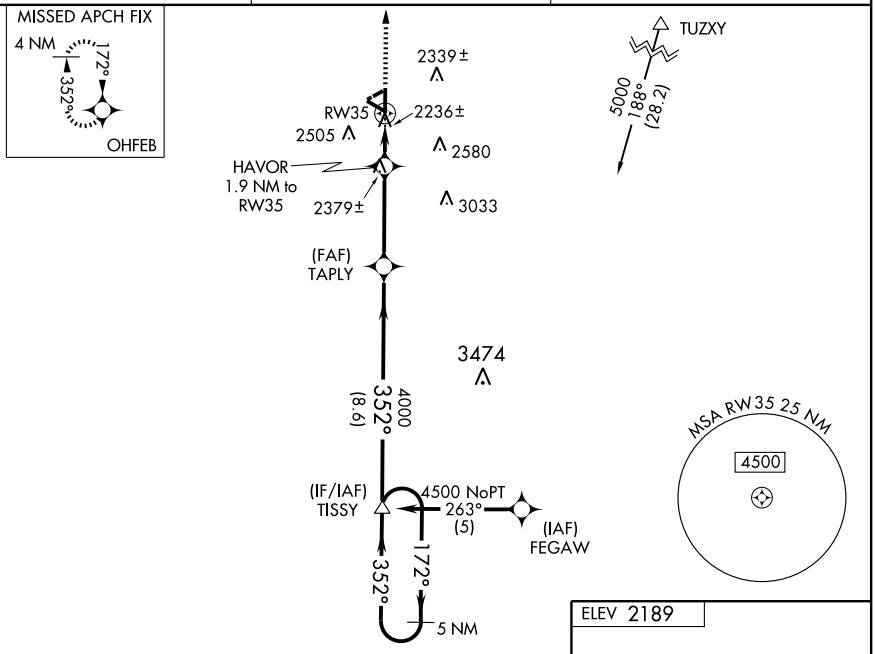
RNAV (GPS) RWY 35

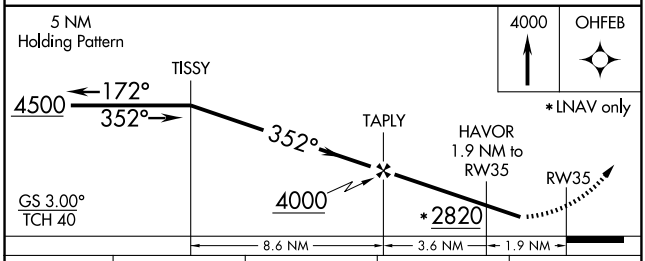
WOODWARD/ WEST WOODWARD (WWR)

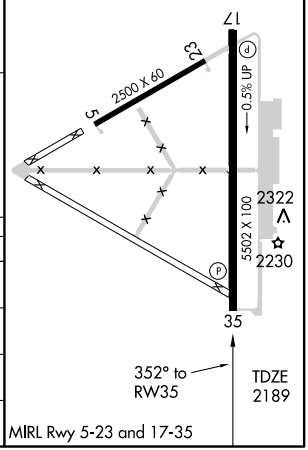
Baro-VNAV NA when using Gage altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Gage altimeter setting and increase all LPA DA 40 feet, all LNAV/VNAV DA 304 feet, all MDA 40 feet. Increase LPV all Cats and LNAV Cat D visibilities ¼ mile, LNAV/VNAV all Cats visibility 1 mile.

MISSED APPROACH: Climb to 4000 direct OHFEB and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.425	126.95 379.2	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	2470-1 281 (300-1)			
LNAV/ VNAV DA	2506-1¼ 317 (400-1¼)			
LNAV MDA	2700-1 511 (600-1)		2700-1½ 511 (600-1½)	
CIRCLING	2700-1 511 (600-1)		2860-2 671 (700-2)	2860-2¼ 671 (700-2¼)

SC-1, 14 JAN 2010 to 11 FEB 2010

VORTAC GAG 115.6 Chan 103	APP CRS 062°	Rwy Idg N/A TDZE N/A Apt Elev 2188

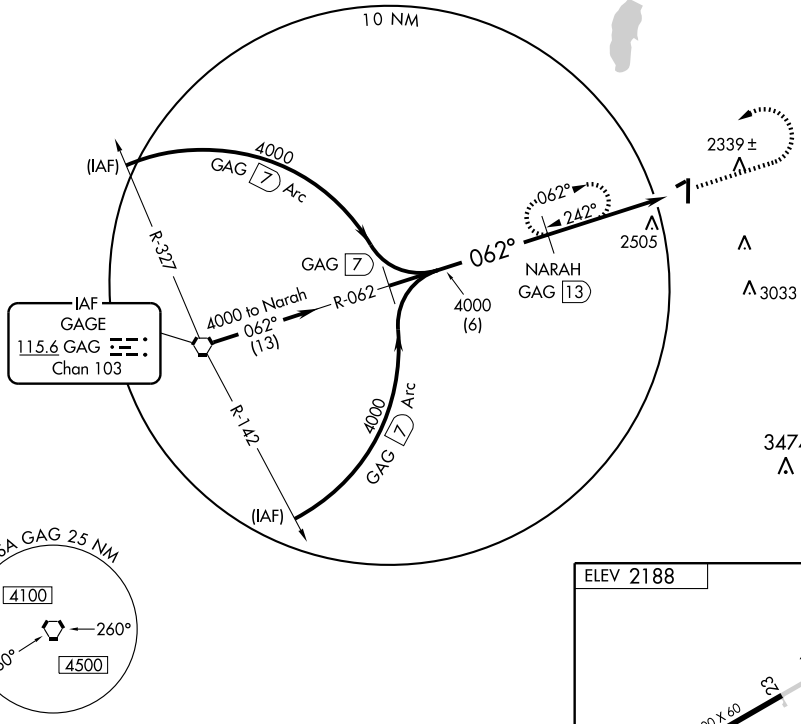
VOR/DME-A

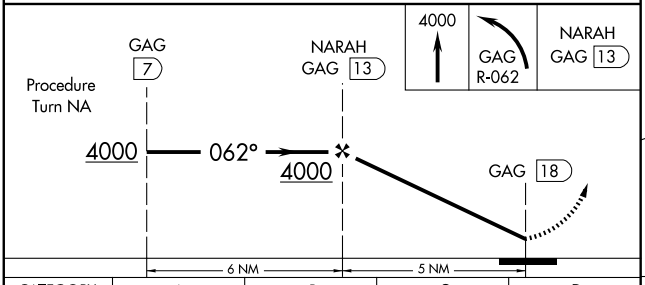
WOODWARD/ WEST WOODWARD (WWR)

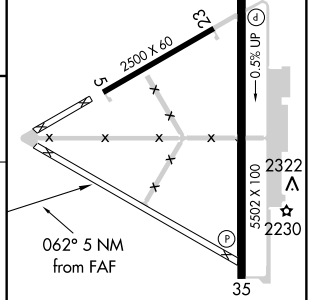
If local altimeter setting not received, use Gage altimeter setting and increase all MDAs 60 feet; when neither received, procedure not authorized.

MISSED APPROACH: Climb to 4000, then left turn via GAG R-062 to NARAH 13 DME and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.425	126.95 379.2	122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	2820-1	632 (700-1)	2860-2 672 (700-2)	2860-2¼ 672 (700-2¼)

Knots	60	90	120	150	180
Min:Sec					

SC-1, 14 JAN 2010 to 11 FEB 2010